

DESIGNATING CERTAIN U.S. HIGHWAYS IN NEW MEXICO
AND TEXAS AS PART OF THE INTERSTATE SYSTEM

HEARING
BEFORE THE
SUBCOMMITTEE ON ROADS
OF THE
COMMITTEE ON PUBLIC WORKS
UNITED STATES SENATE
NINETY-FIRST CONGRESS

FIRST SESSION

ON

S.343

A BILL TO PROVIDE THAT THE HIGHWAY KNOWN AS UNITED STATES HIGHWAY NUMBERED 70 BETWEEN LAS CRUCES, NEW MEXICO, AND AMARILLO, TEXAS, SHALL BE DESIGNATED AS PART OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

NOVEMBER 22, 1969
ROSWELL, NEW MEXICO

Printed for the use of the Committee on Public Works

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DESIGNATING CERTAIN U.S. HIGHWAYS IN NEW MEXICO AND TEXAS AS PART OF THE INTERSTATE SYSTEM

SATURDAY, NOVEMBER 22, 1969

U.S. SENATE,
SUBCOMMITTEE ON ROADS OF THE
COMMITTEE ON PUBLIC WORKS,
Roswell, N. Mex.

The subcommittee met at 11:50 a.m., pursuant to call, in the Roswell Inn, Roswell, N. Mex., Senator Joseph Montoya (chairman of the subcommittee) presiding.

Also present: M. Barry Meyer, counsel; Toney Anaya, legislative assistant to Senator Montoya.

Senator MONTOYA. The committee will be in session.

At the outset, ladies and gentlemen, I want to extend to all of you my personal apologies for being late here in Roswell.

Unfortunately, the timetable which I had was disrupted by virtue of scheduling of the vote in the U.S. Senate on the nomination of Judge Haynsworth for yesterday, when previously it had been pre-scheduled for Wednesday. This threw my schedule in Tucumcari out of kilter, and I had to go there last night and have 2 hours of hearings this morning.

Fortunately we resolved the question of the impasse between Tucumcari and San Jon and the Bureau of Public Roads. We have settled that question to the satisfaction of all concerned, and now the State highway commission can proceed with the planning and design of the stretch of road between Tucumcari and Amarillo.

So, now that we are here in Roswell, we are here to listen to your testimony. We may be pressed for time due to the rescheduling that we were confronted with by virtue of the Haynsworth nomination which came before the Senate yesterday.

Now, this morning, we are meeting with the people of the communities along Highway 70 in New Mexico and Highway 60 in Texas to hear from them on the need to designate these segments of road as part of the National System of Interstate and Defense Highways. Nine cities in all will be present to place before the Committee on Public Works of the U.S. Senate their reasons for favorably considering S. 343, a bill which I introduced to designate Highways 70 and 60 as part of the Interstate System.

This hearing is part of a series of hearings which began last month in Nevada on the highway needs of the Nation. These hearings are forerunners of the full dress examination of our national highway program which the committee will undertake next year prior to its consideration of the Federal-Aid Highway Act of 1970. I am positive

that the testimony which we receive today will be helpful to all members of the committee in understanding the road needs of communities in this Nation which are not now served by a major highway connection.

The information which you will give to us today will assist us in making decisions on where to lay the major emphasis in our continuing road program. I hope you realize that this 98-mile connection will be in competition with similar requests for extensions of the Interstate System made by other communities and States.

At present, there are bills pending before the committee which would add over 19,000 miles to this important highway network. No one can be sure at this moment in time as to whether the Congress will be willing to undertake another Interstate Highway program. We still have at least 5 more years of authorizations pending on the present 42,500-mile system and we expect a substantial increase in the cost of building the remaining parts of it.

I can assure that your needs will be given full consideration based on the record you make here today. As I said in my announcement of these hearings, and I quote :

Both New Mexico and the Texas Highway Commissions have endorsed my interest in opening Highway 60 and 70 to the Interstate System. This is a vital step in bringing new industry to the rural and urban population and in encouraging the use of these highways by tourists. The economic development of the areas which this highway touches will be greatly enhanced when these highway systems are completed.

As a member of the Senate Committee on Public Works and your U.S. Senator from New Mexico, I wish to assure you that I will personally accept the challenge of making our highway system here in New Mexico the best in the Nation. I will work diligently to carry out your wishes on the Federal level.

We have a large number of witnesses here with us this morning to present your road needs to the committee. I ask your cooperation in summarizing your testimony so that we may hear from all witnesses.

I want to give a few words of commendation to John McLelland, the president of the chamber of commerce here who has been a real spearhead in trying to excite the business community and the civic leaders of all the communities affected by this project, because he has really done a good job. He has stayed on top of it all the way through and I want to commend him. I hope that because of his efforts, and because of the cooperation which he has elicited from many of your communities, that we can bring forth the kind of testimony and favorable consideration that would justify putting U.S. 70 on the interstate network.

I want also to give a word of commendation to Frank Kaufmann, who is secretary of the Chamber of Commerce of Roswell, and the chambers of commerce in the other communities who have worked so hard to try to bring forth the kind of access that would result in economic development of these communities.

Now, the first witness that I would like to call upon is Mr. John McLelland, president of the Roswell Chamber of Commerce and president of the Highway 70 Association.

Mr. McCLELLAND. Thank you, Senator.

Before I start on my testimony, I would like to introduce our mayor, the Honorable Bill Brainerd, to welcome you people to Roswell.

Senator MONTROYA. Will you defer for just a minute? I would like to state for the record at the beginning that we have with us today the three members of the highway commission. Is Bob Armijo here, too?

Chairman ESPINOZA. No.

Senator MONTROYA. We have three members of the highway commission and I would like for them to rise so that we can give them appropriate recognition and also Mr. Boles and Ray Howell of the highway department, and all your personnel from the highway department.

Will you all rise? [Applause.]

Senator MONTROYA. I certainly want to welcome them here. They have been most cooperative with the committee and they were in Tucumcari. They were most cooperative there.

Now, Mayor.

WELCOME ADDRESS BY MAYOR BILL BRAINERD OF THE CITY OF ROSWELL, N. MEX.

Mayor BRAINERD. Senator Montoya, Mr. Meyer, members of the State highway commission, it is a pleasure to welcome you here to Roswell today.

You honor us by holding these hearings here.

I would also like to extend a particular welcome to our friends and neighbors from the other communities in this area who comprise the Highway 70 Association. I think in this area, although remote as viewed by the standards perhaps of some other parts of the country, we have a great community of interest between these towns and cities and the inclusion on Highway 70—of Highway 70 on the Interstate System will be to the benefit of all of us.

Due to the time limitation, I am going to cut this short, but I would like to state that it is Roswell's hope that the spirit of cooperation which has been fostered by the Highway 70 Association will be carried forward into other areas in the future for the mutual betterment of all our communities.

Thank you.

Senator MONTROYA. Thank you very much. [Applause.]

Mr. McLelland?

STATEMENT OF JOHN McLELLAND, PRESIDENT, CHAMBER OF COMMERCE, ROSWELL, N. MEX., AND PRESIDENT, NEW MEXICO HIGHWAY 70 INTERSTATE ASSOCIATION

Mr. McLELLAND. Senator, I had about a 2-hour speech on the reason why we should be in interstate, and I think all the communities represented here today have heard me probably deliver this about 20 times, but I will cut it fairly short.

Senator MONTROYA. Do you have a written statement?

Mr. McLELLAND. Yes, sir.

Senator MONTROYA. We will make that a part of the record and then you may proceed to summarize it as you wish.

Mr. McLELLAND. Thank you.

The New Mexico U.S. Highway 70 Interstate Association was first organized in February 1966, with objectives to incorporate U.S. High-

way 60 from Amarillo, Tex., to Texico, N. Mex., with U.S. Highway 70 from Clovis to Las Cruces, N. Mex.

The association submitted its first resolution on March 19, 1966, to the New Mexico State Highway Commission asking that an application be made to the Bureau of Public Roads to have U.S. Highway 70 from Amarillo, Tex., to Las Cruces, N. Mex., designated as part of the National Interstate System.

On April 28, 1966, the State highway commission, in special session, approved the intent of the resolution and made application to the Bureau of Public Roads in Washington, D.C.

Following the application, the association officers corresponded with our congressional delegation, Bureau of Public Roads, highway commissioners and the Department of Defense pointing out the economic and defense importance of U.S. Highway 70.

In January of 1967, the New Mexico Highway 70 Interstate Association prepared a prospectus to show justification for the project and a copy of the prospectus was submitted to all parties concerned.

The association requested the State highway engineer to submit a new proposal to the Bureau of Public Roads.

A new resolution was submitted on February 9, 1968. On March 28, 1968, officers of the association appeared before the New Mexico Highway Commission asking approval of the resolution.

On November 14, 1968, the New Mexico Highway Commission reaffirmed its position endorsing the proposal to incorporate U.S. Highway 70 as part of the National Interstate System.

Through the efforts of Senator Montoya, two bills have been introduced—Senate bill 3675 and Senate bill 343. Both bills ask that U.S. Highway 70 between Amarillo, Tex., and Las Cruces, N. Mex., be designated as part of the National System of Interstate and Defense Highways.

You have copies of the updated proposal to incorporate U.S. Highway 70 as part of the Interstate System.¹ The proposal is paraphrased and prepared in two parts: (1) The importance of the highway in relation to national defense; and (2) by community profile, to show the economic importance in relation to the Interstate System.

From a defense standpoint, we have included a map that shows that there are eight military and defense connected installations at close proximity on the proposed route:

Pantex AEC, Amarillo, Tex.

Reese Air Force Base, Lubbock, Tex.

Cannon Air Force Base, Clovis, N. Mex.

Holloman Air Force Base Alamogordo, N. Mex.

White Sands Missile Range, Alamogordo-Las Cruces, N. Mex.

The NASA Complex, Alamogordo and Las Cruces

Fort Bliss, El Paso, Tex.

Beaumont General Hospital, El Paso, Tex.

The length of the proposed route would involve 301 miles in the State of New Mexico and 98 miles in Texas, for a total of 399 miles.

U.S. Highway 70 is the most common route used to travel from the most populated areas of the Texas panhandle to Las Cruces and El Paso, Tex. The improvement of this route will be of economic importance to the entire area.

¹ The brochure was received and filed with this committee for its use.

Designation of U.S. Highway 70 would form an important diagonal connection between Interstate 10, Interstate 25, and Interstate 40.

The map also shows that a void exists in relation to Interstate 10, Interstate 25, and Interstate 40. In this respect, that highway—transportation makes every community, regardless of size or accessibility, a potential arsenal of supply for our forces of national defense.

In the last session of the 90th Congress, provisions were made to provide for an additional 1,500 miles to be added to the present system in the Federal-Aid Highway Act of 1968.

The newly authorized mileage was to permit completion of small segments of highways necessary to connect two previously authorized interstate highways and for other special and unique instances.

It was not authorized and meant to be used for the further expansion or designation of large amounts of mileage.

The criteria used by the Bureau of Public Roads in the designation of Interstate System routes were essentially the same as used to determine the system recommended in a 1944 report, "Interregional Highways"—House Document No. 379, made by the President's National Interregional Highway Commission.

They included—

1. Importance to National Defense.
2. System integration—the value of the route as a connector between numerous centers of population and industry which generate inter-regional traffic.
3. Importance to industry—meeting the transportation requirements of the manufacturing, agricultural, mining and forestry enterprises in the area traversed.
4. Importance to rural and urban population.

The New Mexico Highway 70 Association can think of no single highway that more adequately meets the mentioned specifications than the proposed route which would involve 301 miles in the State of New Mexico from Las Cruces to Clovis, and 98 miles in the State of Texas to Amarillo.

The area that Highway 70-60 at the present time will cover in New Mexico represents 75 percent of the wealth in this State. It also represents almost 50 percent of the population within New Mexico of approximately around 500,000 people.

The area that it would actually generate to create a large trade area would be well over a million people. Roswell or Chaves County is probably one of the largest feeding and shipping areas for livestock in the entire southwest.

We also have one of the finest potential industrial complexes in the Southwest.

At the present time one of the greatest needs that this particular area needs is a change in freight rates in order to make us competitive; a change in schedule so that merchants and industry can have something to depend on in buying their products as far as deliveries are concerned.

Senator MONTROYA. What do you think an interstate such as this would do insofar as generating freight and providing better communication for the trafficking in freight between communities?

Mr. McLELLAND. Senator, this route designated as an Interstate System, we have our industrial development people here that have

talked to numerous industries that want to come into this part of the country. One of the first questions they are asked: Are you on interstate?

Any time this is made a part of the interstate, we feel that Roswell being a hub of a large area here, our trade area would immediately have a large freight terminal center somewhere close to Roswell or within this area, and it would immediately have a great effect on our freight rates and also on delivery.

Senator MONTROYA. Of course, we have to assume that one of the factors that motivates people here is the consideration that you might be able to participate in the 90-10 Federal matching funds for the purpose of constructing the Interstate System.

Mr. McLELLAND. Right.

Senator MONTROYA. Have you any figures as to how much it would cost to build this system within the State of New Mexico under the interstate criteria?

Mr. McLELLAND. Roughly around \$200 million.

Senator MONTROYA. But this area traversed by the present route of U.S. 70 is one of the areas that is really unfolding fast economically, is it not?

Mr. McLELLAND. Yes, sir. Yes, sir. The closing of Walker Air Force Base here, I think scared a lot of people, but our mayor just a while ago brought out the fact that people in this area have been closer, brought closer together in harmony, cooperation, and every aspect in making Roswell and our entire Southeast area and South Central area one of the finest trade areas in the United States.

Senator MONTROYA. I think you have done wonders here in Roswell in converting the Walker Air Force Base into an industrial park or complex, and you informed me this morning that you had approximately 3,000 employees there now?

Mr. McLELLAND. Yes, sir.

Senator MONTROYA. That's quite a comeback from the days when there was sadness and mourning here in this community.

Mr. McLELLAND. Yes, sir. Since the black cloth.

Senator MONTROYA. Yes.

Well, Mr. McLelland, I certainly want to thank you for your testimony and I think other statistical data will be developed by the other witnesses, and certainly this is not the end of the story.

I want to make it perfectly clear that the Congress will look at the expansion of the highway system in the very near future. We are already gearing ourselves in the Public Works Committee toward that objective, and I want to state that I don't want to leave any false promises here in Roswell at the present time. One of the main objectives we had in mind in introducing this legislation was to get into the pipeline for legislative consideration.

You understand that, Mr. McLelland.

Mr. McLELLAND. Yes, sir.

Senator MONTROYA. And being a member of the Public Works Committee gives me a good vantage point that if any window is going to open, or any floodgate is going to be unleashed, I will be there to represent New Mexico.

Mr. McLELLAND. Senator, I would like to add one little thing, probably for Mr. Meyer, since he is the counsel.

I brought out the things regarding the 1968 Highway Act and I think, Barry, if you are fortunate in getting a lot of Senators on this committee to read our proposal, that the route being designated will follow every aspect of the specifications as a part of this 1,500 miles.

Senator MONTROYA. We are going to file this proposal or prospectus as a part of the record of the committee. It will certainly receive consideration not only of the staff, but by the members of the subcommittee as well as the full committee.

Mr. McLELLAND. Thank you. We have got lots of copies, so don't miss any.

Thank you, Senator. [Applause.]

(The prospectus referred to, "A Proposal To Incorporate U.S. Highway 70 Between Las Cruces, N. Mex., and Amarillo, Tex., Be Designated As Part of the Interstate System," prepared by the New Mexico Highway Interstate Association, Roswell, N. Mex., was received and placed in subcommittee files.)

Senator MONTROYA. I would like to call out of order Gen. Hugh Milton who has to return back to Las Cruces.

General Milton, you are certainly welcome before this committee, and you may proceed with your statement, sir.

**STATEMENT OF GEN. HUGH M. MILTON, LAS CRUCES, N. MEX.;
ACCOMPANIED BY R. W. BRITAIN, PRESIDENT, CHAMBER OF
COMMERCE; AND CHARLES A. TINNEY, MANAGER, CHAMBER
OF COMMERCE, LAS CRUCES, N. MEX.**

General MILTON. Thank you, Senator, and to your associates, Mr. Meyer and Mr. Anaya.

I have with me, Mr. Brittain who is the president of our chamber of commerce and Mr. Chuck Tinney who is the executive director.

I am cognizant of your wishes, Senator, to brief these and I do file with you copies of what I would like to say, but I would like to brief them.

Senator MONTROYA. They will be made a part of the record and you may proceed as you wish, General.

General MILTON. I cannot refrain from taking the liberty of saying how much my two associates and myself, as well as the people from Dona Ana County appreciate your coming from Washington.

We are fully cognizant of the problems that beset you, problems of war and of economy and so recently of the judiciary, and we are indebted to you for this time-consuming interrogatory.

Senator MONTROYA. Thank you, General.

General MILTON. I was going to go over the route of the highway, Highway 60 and 70, but it has been done so well I will refrain therefrom.

But, I would like to say, in the road as we now have it, and I am speaking of Highway 70, that there are certain areas which we consider hazardous. One of these is that winding road through the Mescalero Apache Reservation and down to Tinnie, which we believe in this day of fast travel is a hazard to the traveling public.

And then another one is that area between Holloman and White Sands Missile Range.

As you so well know, we have something like 400 people who work at White Sands Missile Range and who live in Alamogordo and they travel back and forth each day to their domicile.

It is our belief that—and, of course, we are extremely grateful for Interstate 40 which is the east-west arterial through out State and we are grateful for this road. But we feel that the traveling public is entitled to an alternate which will be an all-weather road.

I wouldn't like to be derogatory of Interstate 40, but I am certain that the Senator knows that almost annually at Cline's Corners up here, we have blizzards which sweep across that terrain and there are hundreds of cars marooned there almost every year.

Now, if you study the traffic pattern when such an event occurs, you find that a lot of the traffic turns south over 285 down through Encino and Vaughn, and thence over 54 down to the juncture of 70 at Alamogordo.

Now, if you go on west from Cline's Corners, we know that at the Tijeras Canyon area and the road west of Albuquerque sometimes gets iced in and then at Gallup, you sometimes reach tremendously low temperatures.

I believe in 1963, they had extremely low temperatures.

We feel that the traveling public ought to have the alternative of a more comfortable crossing of New Mexico and if they come down to the one which is proposed, I am sure that they could travel under more comfortable conditions during inclement weather.

Now, I am fully aware, too, that—and incidentally in my written copy which I have filed with you, I show you the altitudes along Highway—or Interstate 40 and those which we are proposing along 70.

Another factor which I think enters into our consideration is a matter of the access to military installations. I have prepared a map which is before you over here showing in yellow the route through its intersection with Interstate 25 and Interstate 10 at Las Cruces, and continuing on Interstate 10 on to the west coast through Phoenix and then you can branch off at Casa Grande onto Interstate 8.

I thought I would like to ascertain and, of course, Senator, you know my military background so well that the military is of great importance to me. I wanted to ascertain just how many military installations I would find along that route, and I put pins there, some of which are highly discernible and others are a little vague.

There are 52 different installations, military installations between Amarillo and the west coast which will be serviced by this all-weather road.

Senator MONTROYA. Would you say that would be a distance of approximately 1,000 miles?

General MILTON. Senator, if you said so, I would say "Yes." I can trace it out for you.

Senator MONTROYA. My wife doesn't agree with me that readily.

That is very interesting, General, and if we may have the map, I am sure the committee will make good use of it.

General MILTON. You certainly may.

Senator MONTROYA. And the map should reflect on the record the pins indicating the military installations.

General MILTON. I will see that it is delivered to you.

Of course, we who are always concerned with national emergencies realize that good roads are of utmost importance and, of course, President Eisenhower was very insistent that we have adequate road net to adequately defend this Nation.

Senator MONTROYA. Do you have a list of the military installations?

General MILTON. I do. I think it is on the back of this map, and if it isn't, I will see that you get it, sir.

Senator MONTROYA. I think it is right in front in an envelope, sir.

General MILTON. No. That only shows the total. And incidentally, I may say that the master sergeant who went over this before I did, he counted 51, but I counted 52, and I used the 52 instead of the 51.

Senator MONTROYA. That's why you are a general and he is a master sergeant.

General MILTON. I would not have you for one minute think that the Las Cruces delegation has overlooked the economic impact of this change. However, in our consideration, we made that subordinate to the safety of the traveling public and the military necessity.

I think it is true that if the level of traffic stayed the same east-west through New Mexico, that this proposed road would take some away from I-40. But when we study it more deeply, we think it will add to it because it gives to the traveling public the alternate route of the southern route during inclement weather and they can return through the northern route when the climate is more favorable.

We also believe that it will bring to our State a lot of people from the crowded urban areas of the East. We know of the problems that beset our urban areas and we would like to get them out here to see this land of magnificent distances and the undeveloped land and we hope that we could entice them to come out here to such areas as between Clovis and Roswell, between Roswell and the Ruidosa area, and between Alamogordo and Las Cruces, and here they may settle and live a more healthful life and enjoy with us that which we enjoy every day.

I would also like to point out the history that is involved. One of the great advantages of travel by people and particularly the people in our Nation is to understand the geographic area, diversity and the difference in the peoples' makeup that make up this great Nation.

I can well understand that people living in the congested centers of the East have no idea of these magnificent distances of which we speak out here, and if you come from Amarillo, you will find that you hit that land of Coronado, first settled in 1540 as you know so well, and then you come across the buffalo plains, and then you come into the Pecos Valley which was so well known during the frontier days of our country, and then you cross into the Sacramento Mountains where in 1598 old "Yellow Tail" offered a sacrament to Almighty God because he found a little trickling spring and then you go on across and see the largest stretch of pure gypsum found anywhere in the world.

Then you drop over the Organ Mountains down into the valley of that river which the Spaniards called the Rio Bravo del Norte.

Then as you go on Highway 10 to the west, Interstate 10, of course, you go through the land of the Apaches, through the desert of Arizona that blooms like a rose and into the cultivated areas of California and the Pacific coast.

I would like to point out that if they will just turn south at Las Cruces, you have the opportunity of visiting our neighbor to the south, and there I have outlined routes 45 and 49, the Mexican Highways: 45 goes to Jiminez; 59 from Jiminez on into Mexico City.

Then if people wanted to return to the United States along the gulf of lower California, they could take Highway 15 back to Tijuana and San Diego. If they wanted to go along the Gulf of Mexico they could take 101 along Matamores on into Brownfield.

So, then I would say one of the great advantages of travel is to let people know something of the history and the diversity.

Not only do you recreate history by bringing the people down into this section of the country, but you let them know something of the melting of two of the greatest peoples that the world has ever seen—the Spanish and the English. Here is a mingling of cultures that is the rarest the world has ever seen.

First, we had the Hohokam and Pueblo Indians who brought their cultures from the distant past. Then here came the Spaniard in whose blood there was the genes of Greece and of Roman of Carthage and the Moorish civilization. And then we bring in the Englishman, who had his background in the Celtic and the Anglo-Saxon.

Now, it is unquestionably true, it is unquestionably true in history that where you have a commingling of cultures, that's where the intellect is quickened to creative power.

Now, that is the thing that brought this great America to its present state, and it is the thing which I think we should stress and why should we deny the traveling public this privilege of seeing that comingling of these great cultures.

So, in conclusion, Senator Montoya, I want to say and in summary quickly that we believe that Highway 70-60 should be made an interstate arterial for the reason that it gives to the traveling public more safety; it gives them an alternate route; it will not take away from I-40, but it will stimulate traffic on both routes; that it is of a military necessity by providing all weather access to the 52 installations; and that it will open up new areas of undeveloped lands to the people of the entire United States where they can enjoy a spiritual richness through the beauty and the grandeur of our State.

Thank you very much. [Applause.]

Senator MONTOKA. General, I want to commend you for a very fine statement, and the implementation to your statement was certainly fine, also. It brought in some historical considerations which we should have in mind, but I would like to develop for the record your background, General, because I think this is very important. Would you state what positions you have had in the State of New Mexico and what positions you have had in the Federal service.

General MILTON. Senator, I have lived a long time. And, I have been blessed with many good things.

I came to New Mexico in 1924 as professor of mechanical engineering at New Mexico A. & M. College, now New Mexico State University. Then later, I was dean and then later, I was president.

I was in World War I. My college education back in Kentucky was interrupted as it has been with so many youngsters recently, and then after finishing there, I came out here to teach. But, I always held on to my Reserve commission and when World War II broke, I went back

into the service and I served with General MacArthur in the Southwest Pacific. I was president of New Mexico Military Institute from 1947 to 1951. Then Korea broke and I was called back into service to handle the Reserve Forces—ROTC, National Guard, and U.S. Army Reserve.

Then when President Eisenhower was in office, I was appointed Assistant Secretary of the Army and later Under Secretary, and I now serve as vice president of the First National Bank, Dona Ana County.

Senator MONTOYA. Thank you very much, General.

(The prepared statement of General Milton is as follows:)

PREPARED STATEMENT OF GEN. HUGH M. MILTON

Mr. Chairman, members of the committee; I am Hugh M. Milton of Las Cruces, New Mexico and on my right is Mr. Richard W. Brittain, District Manager of Mountain Bell Telephone Company and President of the Las Cruces Chamber of Commerce. On my left, is Mr. Charles A. (Chuck) Pinney, Executive Manager of the Las Cruces Chamber of Commerce.

On behalf of the three of us, as well as all of the citizens of Dona Ana county, I would like to express our deep appreciation to you gentlemen for taking time off from your many duties in the Capitol of our nation to visit with us and allow us the opportunity to present our views on the subject matter. Each day, you are beset with problems of great moment pertaining to war, the economy, the judiciary, and so many, many others that we feel indebted to you for this time consuming interrogatory.

A 4-lane highway between Amarillo, Texas and Las Cruces, New Mexico, whether it be on the interstate system or under a primary federal aid program, is of great importance to the traveling public. Attached hereto is a sketch¹ showing the present road in yellow between these two cities; and, going west from Amarillo, you will find that Highway 60 to Hereford, Texas is 4-lane; from that point is 2-lane to the New Mexico State line. Here, Highway 60 meets with Highway 70 and, from this point on, I shall refer to Highway 70 only. From the State line to Portales is a 4-lane divided highway, except for a short distance south of Clovis. From Portales to Roswell, Highway 70 is 2-lane; and the same is true from Roswell to the Westerly edge of the Mescalero Apache Indian reservation, where again we meet a 4-lane highway, which continues for just a short distance southwest of Alamogordo. From that point to the White Sands Missile Range, it is a 2-lane highway and from the Range to Las Cruces and the intersection of I-25 and I-10 is a 4-lane divided highway.

There are certain stretches of this road which are extremely hazardous. I call particular attention to the area from Mescalero to the little town of Tinnie, 45 miles west of Roswell, which I can show only on the official road map of New Mexico. This is a winding road, very hazardous in this day of fast traveling. Another area where there definitely is need for a 4-lane highway is between Alamogordo and White Sands Missile Range. At the present moment, there are 381 employees residing in Alamogordo and who travel back and forth each day.

Traffic from the east to the west through New Mexico has only one arterial; namely, Inter-State 40. We would like for the Committee to know that all New Mexico is most appreciative of this highway, but we do feel that an alternate facility should be offered to the traveling public—a facility which is an all-weather road. Without appearing to be derogatory, may be call attention to the fact that at Cline's Corners (See point "A" on map) year after year we have had a congestion of traffic due to inclement weather. You read in the papers of hundreds of cars being snowbound. If you study the traffic flow under these conditions, you will find that much of the traffic turns south at Cline's Corners down to Encino and Vaughn on Highway 285; thence by Highway 54 to Alamogordo where it intersects Highway 70. As you travel further westward on I-40, it is not uncommon to find the snow and ice west of Albuquerque making the road almost impassable. At Gallup, you experience temperatures as low as 57° below (January 1963) and I personally have had the experience more than once of fighting the heavy snows around Flagstaff. I-40 in New Mexico in elevation goes from Tucumcari, 4,000 feet, to 7,074 at Cline's Corners; thence to 5,000 feet at Albu-

¹ Filed with the committee.

querque. At Gallup, it reaches 6,500 and at Flagstaff, 6,900. On the proposed route, the low points are Roswell and Las Cruces, 3,500 altitude, rising to 6,800 at Ruidoso, and 5,700 at Organ Pass. It appears to us that this alternate 4-lane highway, by reason of these elevations alone, offers to the traveling public less hazards in inclement weather than does the northern route.

Attached to this statement is a sketch¹ showing a profile along I-40, on the one hand, and I-10 and Highway 70 on the other. The vertical distances in the profile are to scale. The distances between high points are not. However, as closely as we possibly could we showed cities on approximately the same meridian. For example, Albuquerque is directly north of Las Cruces. We believe this sketch tells a story in altitudes, which in turn affect the climate during the winter months.

The experiences of wars past prove conclusively the necessity of good roads in time of national emergency. The flexibility of Hitler's forces in World War II brought the autobahn into prominence and President Eisenhower felt very strongly that a good road net was essential for the adequate defense of our nation. On the map which I have upon the easel I have placed pins denoting the military installations that could be serviced, and serviced well, by extending a 4-lane highway from Amarillo to Las Cruces, where it joins up with I-10 and moves into Los Angeles or branches off onto I-8 at Casa Grande. This 4-lane highway will facilitate access to 52 military installations.

I would not have you think for one moment that we are unmindful of the economic aspects of the proposed new highway. We realize that if the volume of traffic moving to the west remained the same, there would be a dilution by reason of the installation of the 4-lane highway which is under consideration. However, and parenthetically I might add, we feel that economic aspects are not as important as the military and the convenience to the traveling public. It is our contention, though, that this alternate proposal will increase the flow of traffic. And again I refer to the map on the easel and I want to point out that traffic flowing to the west would take advantage of the all-weather road to the West Coast during inclement weather and would go back through the northern portion of I-40 during the summer months. This road would also bring the traveling public through a part of the country that had vast areas of undeveloped land. Our nation is beset with problems growing out of the congestion of population in urban areas. We feel that by bringing to the attention of the American people the vast expanses of land between Clovis and Roswell and Alamogordo and Las Cruces that many people would be encouraged to move to these parts, where they can fully enjoy the healthful climate and engage in agricultural pursuits. It will also open up to them recreational opportunities that are offered along this route and will bring them into close proximity to the world renowned Carlsbad Caverns.

I would also like to mention that at Las Cruces the proposed new route would tie in with the Pan American Highway, which is the proposed designation of I-25, and from there the traffic would cross the Mexican border at Juarez and travel down through Highway 45 in Mexico to Ciudad Jimenez, thence along 49 to Mexico City. If a round trip is desired through Mexico, from Mexico City they can return to the West Coast over Mexico's Highway 15 to San Diego or over 101 to Matamoras and thence back into the United States, through Brownsville. In this day of intense interest in comity between nations, we believe that such international travel should be encouraged, and through this connection with Mexico on the south we feel there will be a stimulus which will enhance the economy of the entire area.

One of the indirect values of travel is to acquaint the traveling public with the diversity of geography and of its people and to remind them of the rich heritage of our nation. It is sometimes difficult for people who have lived in the great urban centers of the east to appreciate the broad expanses and the cultural differences in other sections of the country. We who have lived in the Land of Enchantment feel that we have something to contribute in the way of history to the heritage of our great nation. From Amarillo, over the proposed route, you pass through that area which Coronado visited in 1540. It is characterized by the plains on which once the buffalo roamed. You come to the Sacramento Mountains where Onate in 1598 stopped to offer a sacrament; thence still further westward you see the largest deposits of pure gypsum found anywhere in the world. And then you drop down into the fertile valley of that river which the Spaniards called "Rio Bravo del Norte." If you travel westward on I-10, you pass through the land of the Apaches reminiscent of the days of

¹ Filed with the committee.

Mangus Colorado and Geronimo, and across the desert sands of Arizona to the fertile valleys of California to the shores of the Pacific. Should the traveling public desire to turn south at Las Cruces, into Old Mexico, they retrace the steps of Onate, who was the first colonizer of what is now New Mexico and Arizona, and who reached the "Pass of the North" in 1598. After reaching Mexico City, should they return to the U.S. along the West Coast, they follow the path of Coronado in 1540. Should their desire bring them along the Gulf of Mexico, they retrace the steps of Cortez in 1536. Where could you find tourism which broadens the horizon and welcomes such imagination as that which has just been proposed?

Beyond the value of the re-creation of history, is the melting of two great people—the Spanish and the English. Here is the mingling of different cultures in the land that will be traversed by the traveling public through the facilities proposed. We bring from the distant past the cultures of Hohokam and Pueblo Indians. We melt into it the Spanish influence with its background of Greek, Roman and Moorish cultures, and the English, with its Celtic and Anglo Saxon background. It is historically true that where cultures intermingle there is a cross fertilization of the minds, and intelligence is quickened and stimulated to creative power. The vitality of our nation springs from such factors, so why not broaden the area which has already meant so much to the development of our country?

In conclusion, it is the belief of my colleagues and myself, as well as all the citizens of Dona Ana county, that Highway 70, with its present traffic, needs to be expanded into a 4-lane highway and that such expansion will not in any way detract from the traffic crossing on I-40 but will add to the flow of traffic through New Mexico by providing a route which can be used in severe weather and thus provide safer and more convenient travel: that such an extension will add militarily to the defense of our country, particularly in the accessibility of the 52 military installations which it will serve. We believe too that it will open to the people of the entire United States new potential for developing unused land and enrich them spiritually by the grandeur of scenery and the refreshment of history.

Senator MONTROYA. The next witness will be Mr. Bernert H. Ferdig, White Sands Missile Range and Holloman Air Force Base.

Mr. Ferdig?

STATEMENT OF BERNERT H. FERDIG, CIVIL ENGINEER, WHITE SANDS MISSILE RANGE, LAS CRUCES, N. MEX.

Mr. FERDIG. Senator Montoya, aides, ladies and gentlemen, I represent White Sands Missile Range, Department of the Army, and by proxy more or less Holloman Air Force Base.

We believe that rebuilding of Highway 70 from White Sands Missile Range to Holloman and on up to Tularosa into a four lane highway would be of direct benefit to this national missile range.

As you know, White Sands is one of the five national missile ranges scattered throughout the world, and it is the only all-land missile range within the continental United States.

The attached map which is a part of this presentation shows that Highway 70 crosses White Sands a distance of 31.5 miles. Only seven and a half miles of this road is four lane and 24 miles is a rather narrow two lane road.

White Sands and Holloman Air Force Base work together in that it is both tactical and missile development, and they do support us and furnish much of the air support: drones and so forth, as well as data collection and data reduction for the midrange area.

The total combined strength, civilians, military, contractors and all personnel, of the complex is 17,866 people as of the first of this month. You take an average of four dependents and that means 80,000 people

are dependent upon White Sands Missile Range, directly dependent for their livelihood.

The total funding for this entire complex is estimated at \$238.9 million annually. Of the 8,532 people from White Sands, 35 percent reside in Las Cruces and the immediate area, about 35 percent reside in El Paso, and 10 percent in Alamogordo, and 20 percent live on post or in the surrounding communities. These people commute back and forth by bus and private owned vehicles. There are 800 by bus; 18 buses a day from Las Cruces; about a hundred from Alamogordo that come down to the main post headquarters area.

The post headquarters area is about 26 miles from Las Cruces, 43 miles from Alamogordo and 41 miles from El Paso, Tex. During the period of the 10th through the 19th of November, we conducted traffic counts on the main access road from White Sands Headquarters out to Highway 70 and we found that there were 1,783 civilian vehicles and 106 military vehicles from the period from 6 in the morning until 6 p.m. in the afternoon, daily.

Similar traffic checks north of the main entrance which would indicate they came from Holloman and Alamogordo shows that there were 246 civilian vehicles and 335 military vehicles to and from the installation daily.

Now, this is further carried out, these statistics, by enclosure 3 in the back of my prepared talk.

Of vital concerns to the commands of both White Sands and Holloman Air Force Base are the number of highway accidents involving defense personnel on the road from Las Cruces to Alamogordo. General Milton has touched upon this. We have the figures that there were a total of 49 vehicle accidents on this narrow two-lane road from the White Sands to Holloman Air Force Base so far this year from January 1. Nineteen of these accidents involved military vehicles and resulted in two fatalities. The total number of accidents for the same period between White Sands and Las Cruces was 32 which resulted in one fatality. We have further statistical data as enclosure 4.

The main fallout shelter for all of the dependents at Holloman Air Force Base, about 5,800 of them, is the old multifunction array radar which was an early part of the development of the Nike system and is located about 24 miles downrange from Holloman Air Force Base. In the event of a national emergency, if Holloman Air Force Base would have to evacuate their dependent personnel, they would have to travel 24 miles on this narrow two-lane hazardous road and we estimated it would take pretty close to an hour to get all the people cleared from Holloman Air Force Base and down to the fallout shelter.

Senator MONTGOMERY. May I ask you at this point: Is this within the Federal reservation there?

Mr. FERDIG. Yes, sir; it is.

White Sands Missile Range represents an investment to the Government of \$1,029 million of Government funds. We believe it is a permanent installation and the workload is constantly increasing and in the last fiscal year, we had 8,678 hot firings and tests. Of these, 1,788 were actual missile fires. This is representative of the national range mission in support of many DOD agencies as well as other Government agencies such as NASA and so forth.

It is anticipated that the national range will continue this vital research and development activities in the foreseeable future. A sum-

mary of the White Sands Missile Range attributes, advantages, and future use is attached as enclosure 5.

Now, since Highway 70 crosses between the main missile launch area and the uprange impact areas, it is necessary during the course of missile fires to block the roads. We have an agreement with the State of New Mexico that allows us to block this main highway no longer than 1 hour at a time. We block it an average of 30 times a month, 45 minutes per time for an average of 180 people waiting at the roadblock.

Now, we pass out and give to the motorists a handout which is attached as an enclosure and we actually have found that motorists, most of them except the residents who travel back and forth frequently, enjoy watching from a safe distance a missile firing. We have roadblock personnel who can explain the things to them, what is going on and they can actually see it happen from quite a safe distance.

We believe that with the range modernization which will cut down the turnaround time between missile firings, that the length of the roadblock will eventually be shortened to something less than 30 minutes.

We also believe that a four-lane highway would help us clear the range and this is one of the greatest factors now in the turnaround time between missile firings is after the roadblock, it takes a minimum of 15 minutes and an average of 30 minutes for the vehicles that were waiting at the roadblock to get off of the range because of this narrow 25 mile two-lane stretch that goes on north.

Senator MONTROYA. Have you ever submitted this to the Department of Defense?

Mr. FERDIG. Yes, sir; we have.

Senator MONTROYA. What have they said about it?

Mr. FERDIG. We have another plan going in, sir. We make it every other year which is part of the National Defense Highway Systems which we are just about ready to forward to our higher headquarters, which also includes this information.

Senator MONTROYA. So that DOD funds can be used for the construction?

Mr. FERDIG. It is a cooperative effort. I do believe.

Also included in this, and it is shown on the map which is the enclosure 1, is a better link from 70. From 70, it actually goes around the post area a little bit across Fort Bliss' Hueco Range and then connects to Highway 54 to El Paso. I wasn't prepared to talk about this, but since you mentioned it, one of the purposes of this, as you know, Senator, is that we use the old war road one from White Sands Missile Range to El Paso. Due to the activities at Fort Bliss, this is blocked a considerable portion of the time. And, about 35 percent of our work force does reside in El Paso, Tex.

Senator MONTROYA. Well, when it is blocked they could probably use the road through Las Cruces, then?

Mr. FERDIG. A considerable part of them do come this way now, but the road through Anthony Gap and out through the mountains. When the road becomes impassable for one reason or another, they can come out the interstate to Las Cruces and back across the range.

Senator MONTROYA. I think the Defense Department should bear some of this burden for constructing a four-lane highway there.

Mr. FERDIG. I can't comment, sir.

We are putting it in as part of the plan, yes, sir.

Now, the present four-lane road narrows abruptly into a two-lane highway near the WSMR Small Missile Range. Due to the large volume of traffic, and the figures I mentioned a minute ago. At the peak, the vehicles using this road is about 10 per minute. Due to the number of accidents, and so forth, and of course this is one of the reasons that we would like to see this road a four lane highway.

I would like to summarize briefly, sir. This four-lane highway we believe would be a direct benefit to the National Missile Range, and, of course, to the Department of the Army and DOD by providing improved access to and from the range; reducing the number of accidents; decreasing traveltime; reducing the military vehicle maintenance; decreasing traveltime across the range after the blocks and reducing traveltime from White Sands to Holloman Air Force Base in these areas.

Thank you.

Senator MONTONA. Thank you very much, Mr. Ferdig. Your statement and such exhibits that lend themselves to printing will be made a part of the record.

(The prepared statement referred to follows:)

PREPARED STATEMENT OF BERNERT H. FERDIG, CIVIL ENGINEER, WHITE SANDS MISSILE RANGE, LAS CRUCES, N. MEX.

1. Rebuilding Highway 70 from White Sands Missile Range to Holloman Air Force Base into a four-lane highway would be of direct benefit to this National Missile Range. Highway 70 crosses the Missile Range a total distance of 31.5 miles; 7.5 miles of this present road are four-lane and 24 miles are a rather narrow two-lane road. The attached map, inclosure 1,¹ illustrates this road, salient features of WSMR such as headquarters area, launch areas, impact areas, other roads and the geographical relationship of WSMR to the surrounding area and the nearest cities.

2. WSMR and HAFB are closely interrelated since a portion of the functions of this Air Force Base includes support of the National Range mission. Also, two large WSMR support contractors, as well as the WSMR Army Aviation functions, are based at HAFB. The total of these military, civilian and contractor personnel of the combined installations, plus various other National Range tenants is 17,866. The various elements which comprise this total is shown in inclosure 2, as well as the direct funding for salaries and operations. The total funding for this entire complex, including contractors, is estimated at 238.9 millions of dollars annually.

3. Of the 8,532 WSMR personnel, 35% reside in Las Cruces and the immediate area; 35% reside in El Paso, 10% reside in Alamogordo; and 20% live on post or in other communities (inclosure 2). The personnel commute daily to WSMR by bus and private owned vehicle. During the period of 10 through 19 November, traffic counts were conducted of the total military and civilian vehicles entering or leaving the post area by the access road to Highway 70. These counts indicate an average of 1,783 civilian vehicles and 106 military vehicles per day to and from Las Cruces. Similar traffic checks north of the main access road from WSMR and the Small Missile Range indicate an average of 246 civilian vehicles and 335 military vehicles to and from WSMR and HAFB—Alamogordo. The figures are attached as inclosure 3, as well as graphic portrayals of traffic flow showing peak traffic periods.

4. Of vital concern to the commands of WSMR and HAFB are the number of Highway accidents involving defense personnel on the road from Las Cruces to Alamogordo. From January 1, 1969, to date, there have been a total of 49 vehicle accidents on the narrow two-lane road from WSMR to HAFB. Nineteen of these accidents involved military vehicles and resulted in two military fatalities. The total number of vehicle accidents for the same time period between

¹ Filed with the committee.

WSMR and Las Cruces was 32, which resulted in one fatality. Additional data on these vehicle accidents is shown on inclosure 4.

5. The main fallout shelter area for all dependents at HAFB is the hardened facilities which were originally constructed for Research and Development of to Multi-Function Array Radar, an early element of the Research and Development of the Safeguard project. The now unused facility has a capacity of approximately 5,700 persons for shelter space. In the event of a national emergency, which would require evacuation of HAFB dependents, the entire group must be transported over the present narrow two-lane road to Mar Site which is shown on the map (inclosure 1). Evacuation time will be substantially reduced and the probability of serious accidents significantly reduced if the 24 mile stretch of two-lane road was rebuilt as a four-lane highway.

6. However, in spite of the advantages of a four-lane highway, its construction would have to be conducted at times and in a manner as not to interfere with Range Schedules (tests and missile firings) or with range facilities.

7. WSMR represents an investment of \$1,029,000,000 of government funds. The workload is constantly increasing with a total of 8,678 hot firings and tests during FY 1969. Of these, 1,788 were actual missile firings. This is representative of the National Range mission in support of many DoD agencies, as well of other Government elements. It is anticipated that this National Range will continue these vital Research and Development activities into the foreseeable future. A brief summary of the WSMR attributes, advantages and future use is attached as inclosure 5.

8. Since Highway 70 crosses the Range between the main missile launch areas and the uprange impact areas, it is necessary during the course of missile research and development to fire across the Highway. Since there is a possibility of a missile impacting on or near the highway, certain sections of this road are blocked, not to exceed one hour, during the critical periods of missile firings. This is absolutely necessary for the safety of the travelling public on this highway. There are also some missiles that must be planned for impact close to either side of Highway 70. This results from various trajectories of certain short range missile research and development programs. While this causes some inconvenience the majority of tourists seem to enjoy the opportunity to actually witness (at a safe distance) a missile firing. WSMR personnel are available to answer questions and provide assistance to travelers. Comfort facilities are also provided at each roadblock. Statistics on these roadblocks, as well as a copy of the handout given each motorist is attached as inclosure 6. WSMR must continue to exercise the right to block this road for the safety of the motorists. Improved operational methods which are resulting from Range modernization will ultimately reduce the roadblock time. A four-lane road would materially reduce the travel time across the Range for those vehicles which have been waiting for the roadblock to be lifted.

9. Also attached as inclosure 7 is a WSMR Road Map. WSMR would continue to need access roads to the four-lane highway at each intersection with a Range route.

10. The present four-lane road narrows abruptly into a two-lane highway near the WSMR small Missile Range. Due to the large volume of traffic, road maintenance is a constant problem. Deteriorated road conditions result in additional maintenance to government vehicles. Portions of this road are shown in the attached photographs (inclosure 8).

11. In summary, this four-lane highway from Las Cruces to Tularosa would benefit this National Range by providing improved access to and from the Range, reducing the number of accidents, decreasing travel time, reducing military vehicle maintenance, decreasing travel time across the Range after roadblocks, and reducing travel time from WSMR to HAFB and up-range areas. However, its construction would have to be at times and in a manner so as not to interfere with Range schedules or facilities; and WSMR must continue to exercise the right to block the road as required for the safety of motorists.

Senator MONTROYA. The next witness is the Honorable Aubrey Dunn, State senator and representative of the chamber of commerce, and Mr. John Mershon accompanying him, also a representative of the Chamber of Commerce of Alamogordo, N. Mex.

You may proceed, gentlemen, as you wish.

STATEMENT OF AUBREY L. DUNN, NEW MEXICO STATE SENATOR AND REPRESENTATIVE OF THE CHAMBER OF COMMERCE OF ALAMOGORDO, N. MEX., ACCOMPANIED BY JOHN MERSHON, REPRESENTATIVE OF THE CHAMBER OF COMMERCE, ALAMOGORDO, N. MEX.

Senator DUNN. Senator Montoya, gentlemen: For those who might not know, I am Aubrey Dunn.

In the interest of saving time, Senator, we have prepared statements. My statement will be filed, if you would like to have it.

Senator MONTAYA. The statement will be made a part of the record and you may proceed to summarize it as you wish.

Senator DUNN. Fine. Very briefly, gentlemen, I would like to urge the designation of Highway 70 into the Interstate System.

I would like to point out briefly, if I might, that I am a senator who represents two counties in New Mexico, Lincoln and Otero, and I would state also that these two counties represent 11,824 square miles in the State of New Mexico. In comparison, gentlemen, it is equal and just a little larger than the States of Rhode Island, Delaware, Connecticut, and half of Massachusetts combined. These two counties equal that much area.

I would like to point out that this area is only a small portion of New Mexico Highway System District No. 2, which is over one-third of the State of New Mexico, and I would like to point out that this entire district does not have 1 foot of interstate highway in it. One-third of New Mexico does not have an interstate highway.

This map here shows some of this area in district 2 and we just very briefly have shown the outline of the present 70 and what it would do if you had an interstate as it cuts through this vast area of south-east New Mexico.

I would like to point out briefly, if I might, that we in the area of Alamogordo, Tularosa, and Ruidoso are now penalized in the way of transportation service that we do not have rail passenger service as we had for many years, that pioneered our country, and I would like to say for the record that in my opinion, that it won't be but a few short years, gentlemen, until we do not have freight rail service the way the railroads are reacting.

My point in this is that we must have adequate highways if we are going to have freight traffic and we must have it to grow. I could go on for quite a time.

I would like to point out, if I might, we have a map that shows the recreational area of our national forests. The Mescalero Indian Reservation—those in green over there, shows the great assets we have in national resources. I think we will all agree that we must have highways if these are to be used. Our national foresters say we must preserve our forests, and gentlemen, they will do no good if we have no way for the people to get here and see them.

I would like to point out, further, and in closing, that we in the Tularosa Basin area, the Sacramento Mountains have been pleased by the presence of the White Sands Missile Range complex, the McGregor Range and the Holloman Air Force Base test facilities. We have grown a thousand percent in our population and we believe that if—when the atomic bomb was exploded in 1945 in our area, that this

was the beginning of space exploration and what it was to the scientific world, we can only compare as these two men got off the moon this week and we can say if we had an interstate road through our area, it would be comparable and in comparison to what it would do to tourism for New Mexico.

Thank you.

Senator MONTOYA. Your prepared statement will appear at this point in the printed record.

(The statement is as follows:)

PREPARED STATEMENT OF AUBREY L. DUNN

Mr. Chairman and Gentlemen, it is my pleasure to appear before you today and urge you to designate U.S. Highway 70 between Amarillo and Las Cruces, as part of the Interstate System.

I am here in behalf of the people of Senatorial District #24, which is comprised of Lincoln and Otero Counties. I would like to point out that these two counties combined cover an area of 11,824 square miles. In comparison, this area is larger than the States of Rhode Island, Delaware, Connecticut and one-half of Massachusetts combined. Further, these two counties make up only a small portion of New Mexico Highway District #2. District #2 comprises over one-third of the area of the State of New Mexico.

New Mexico Highway District #2 does not have *one foot* of Interstate Highway in it. The people of New Mexico have been very cooperative with the Federal Government in building Interstate Highways across our State so that we might all have good highways across our United States in a national emergency, as well as, good highways for freight and passenger travel at all times. This cooperation with the Interstate System has penalized District 11, for all other highway construction and maintenance.

New Mexico certainly is not a rich state. We have put most of our tax dollars into the Interstate Systems, knowing that we must have Interstate Highways to survive. But in doing this we have not built state roads and we have sacrificed maintaining our existing highways, and they are now in a condition that we do not have highways suitable to interconnect with the Interstates that we have been lucky enough to receive.

The people in the Alamogordo, Tularosa, Ruidoso area have been fortunate by having an area that was able to grow, an area that has been blessed with a wonderful climate, wide open spaces, National Forests and mountain streams. Being so blessed, we have through the efforts of many, been able to be the pioneers in this space industry and therefore have seen our communities grow at a very fast rate, for which we are all happy.

Due to the development of the White Sands Missile Range, the McGregor Range complex and Holloman Air Force Base test facilities, we have seen the population in this District increase by over 1,000 percent, and we have been fortunate that we have had the land available for these tremendous research and defense systems.

In the future we are faced with many problems, for instance in the Alamogordo area we have seen the passenger service of the Railroad dwindled away, as they have discouraged passenger traffic, and now we do not have any rail passenger service. I firmly believe that in the next few short years we will see the railroad throughout the area completely abandoned; and we will not have freight service. Already they are doing their best to run freight traffic through Alamogordo without even stopping. We must have the method to get freight into our area. I would like to point out also that there is no airline that flies the Alamogordo, Roswell and Amarillo route.

Gentlemen, if you will look at the shortest route between Las Cruces and some of our midwest metropolitan cities, you will see that it is almost a straight line from Las Cruces through Alamogordo, Tularosa, Ruidoso, Roswell, Clovis and Amarillo, and then on in a northeasterly direction into these major cities. If we are going to see our nation develop into a healthy desirable place for our children to live, we must start utilizing areas such as we have in these beautiful Sacramento Mountains and Tularosa Basin. We must develop these areas if our country is to continue to prosper.

We have tremendous natural resources in our forests—timber, copper, silver and just recently we are seeing a major oil company start an extensive amount of oil exploration in the Tularosa Basin.

We who live in this area are seeing people come from the Texas-Oklahoma-Panhandle area and other midwestern states for all kinds of recreation. We're seeing them move to our country because of the wonderful climate, and great opportunities of one of America's Last Frontiers. I would like to point out that, through many years we have seen the winter travel on Highway 70 increase terrifically during the bad weather seasons on Highway 66. We see it today, even though Interstate 40 is almost completed.

Highway 70 is the most traveled route to reach Old Mexico, Southern Arizona and Southern California. It is a must to develop this highway, so the people of the midwest will have adequate and safe southwestern route.

As U.S. Highway 70 leaves Roswell to head toward Ruidoso, Alamogordo and Las Cruces, you have some of the greatest works of nature that you will see anywhere in the world. The beautiful Sacramento Mountains with their snow covered peaks, our beautiful forests, our mountain streams stocked with Rainbow trout, the Mescalero Indian Reservation, on down into the valley of the Tularosa Basin to the White Sands National Monument. Just think Gentlemen, when you leave the Sacramento Mountains going east, you can drive well over a thousand miles before you find a mountain stream stocked with Rainbow trout. As you go towards Amarillo, from these beautiful mountains, think how far you would have to go before you would see anything that would compare with them.

Gentlemen, we are isolated, we must grow, it must be a part of the development of our United States. It is necessary that we have highways and a means where the people can make use of these wonderful things that we have.

You might not be aware of some of the peculiar problems which we are faced with in this area. For example—the people who live here want to see it grow; they want to have good methods of transportation. But Gentlemen, they are not able to provide this themselves. For example, in Otero County only 12% of the land is privately owned, the balance of the land is either owned by the Federal Government, through its national forests and military reservations, and the State of New Mexico. The people who live in these areas, are not financially able to tax themselves to build the necessary highways to see the area develop. We all like to see our National Forests preserved, but the reason for preserving these is so that they may be used by all the people throughout our country. Gentlemen, they will not be used unless we have a way for the people to get here.

For 194 years, New Mexico lay as a sleeping giant, but the explosion of the First Atomic Bomb, July 16, 1945, was the beginning of the Atomic Age and space exploration. It has carried forth to make it a reality that two more men have stepped on the moon. The designation and completion of Highway 70 as an Interstate can mean the same to tourism in Southeast New Mexico, as the explosion of the First Atomic Bomb was to the Scientific World.

Many of us are firmly convinced that it won't be but a short time until the White Sands Missile Range will be designated as the landing site of returning orbital space vehicles.

We in this part of New Mexico look forward to being designated as an interplanetary landing site and the designation of U.S. Highway 70 as an Interstate Highway.

Senator MONTOYA. You may proceed, Representative Mershon.

STATEMENT BY JOHN MERSHON, STATE REPRESENTATIVE FROM OTERO COUNTY, N. MEX.

Representative MERSHON. Thank you, sir.

Senator Montoya, members of the New Mexico Highway Commission, Highway Department, and representatives of Highway 70 Association, and honored guests.

Senator Montoya, Senator Randolph, and members of the committee, members of the New Mexico Highway Commission and Department, representatives of the Highway 70 Association, honored guests, ladies and gentlemen.

I would like today to firmly support a project which the Highway 70 Association has long espoused, the incorporation of Highway 70 into the Interstate Highway System.

A glance at the map makes evident that a large area of southeastern New Mexico is without high-speed, four-lane highways. There are several compelling reasons why conversion of Highway 70 into an interstate throughway would be of great benefit to both the Nation and the State.

The primary purpose of the Interstate Highway System is facility of national defense, high-speed access to and from military installations and supporting bases. The area served by Route 70 has eight extremely important military installations.

Holloman Air Force Base at Alamogordo houses a tactical fighter wing vital to the defense of the Southwestern United States. Incidentally, the New Mexico State Highway Department traffic flow chart for January 1969 shows the highest highway traffic counts of any interstate, United States, or State road in New Mexico to be between the city of Alamogordo and Holloman Air Force Base, a traffic count of more than 15,000 cars daily.

White Sands Missile Range comprises 4,000 square miles, an area larger than the States of Delaware and Rhode Island and the District of Columbia combined, and White Sands is an integral unit of the Atomic Energy Commission and the Department of Defense.

The National Aeronautics and Space Administration installation at Las Cruces is a part of the extended network supporting Projects Mercury and Apollo. This week we have again been watching the dramatic results of Project Apollo as Pete Conrad and Alan Bean have walked about the Ocean of Storms. We can expect southeastern New Mexico to continue to be of great importance in the field of astronautics.

It is intolerable that military installations of such importance are not only almost inaccessible to each other, but difficult of access to the rest of the country. For purposes of national defense, the area concerned is also important as a gateway to Mexico.

A secondary national objective of the Interstate Highway System is international trade. Southeastern New Mexico includes, of course, the Port of Anapra, an entry to Mexico.

Direct connection of the commercial airports at Amarillo, Roswell, and Alamogordo and the military airports of Holloman, Clovis, and Amarillo by high-speed, high-capacity route is both desirable and, indeed, necessary.

Beyond these national considerations, better surface transportation for this area would contribute much to the economy of New Mexico.

New Mexico, 38th in per capita income in 1929, has in 40 years failed to keep pace with other States and now ranks 42d. In spite of low per capita income, the State must compete in the national market for teachers and staff to educate its children. We have, by the way, more children of school age per thousand population than any other State. Education, as well as the other needs of the State, requires income. Tourism will soon become the No. 1 factor in the economy of New Mexico, and tourists require convenient, all-season highways.

White Sands National Monument now receives 600,000 visitors yearly. Lincoln National Forest has over 2 million visitors yearly. In

addition to these major attractions, our two most southerly ski resorts would be served by this route. This is a new recreational activity which can only grow through improved highway transportation.

There are many industries, other than military, situated along Route 70. And of course we are intensely interested in attracting new industries and businesses. All must have the best transportation possible. The integration of U.S. 70 into the Interstate System would speed the flow of material, products, and services between the Southwest and, via Oklahoma and Texas, the eastern part of the country.

Even romance would be served by making U.S. 70 a throughway. In the Clouderoft area, one of the Southwest's largest growers of flowers could use the route for better delivery of their product, thus insuring less loss to the firm.

Candidly, but not insignificantly, it would be greatly to New Mexico's economic advantage to have U.S. 70 designated interstate. By using 93 percent Federal funds and 7 percent State funds to improve the highway as is necessary, State funds would be freed for other needed primary and secondary road projects.

The inclusion of U.S. 70 into the Interstate system has long been needed and recommended by not only the U.S. 70 Association, but by the New Mexico State Highway Department, the Texas Highway Department, the legislators of both States plus the governing bodies of the cities of Amarillo, Hereford, Clovis, Portales, Roswell, Ruidoso Downs, Ruidoso, Tularosa, Alamogordo, White Sands, Las Cruces and El Paso, the related chambers of commerce, and many interested citizens.

In summary, U.S. 70 should be made interstate for purposes of national defense and international trade. Through improved highways we hope to speed tourists to our recreation areas and send our raw material, mineral and farm products to better markets, by improving our State economy, we can hope to more quickly free ourselves from dependence on Federal payrolls. All these goals require the opening of a large area of southeastern New Mexico now without fast, safe, all-season highway.

I realize appropriations and money available for construction of this system, should it be designated interstate, is far in the future. However, I feel, as do all those assembled here today, that an immediate designation would benefit the planners in all the cities along U.S. 70, allowing time to use the designation in long-range designs for the area. I ask that the Senate Subcommittee on Roads give full consideration to these thoughts.

Thank you.

Senator MONTONA. Thank you very much, sir.

I would like to recognize the presence here of Miss Monica Hotten, representing Congressman Foreman.

Would you stand up to be recognized?

Our next witness is Mr. T. E. Brown, Sr. of Artesia, accompanied by Mr. Charlie Johnson. Or, is Mr. Johnson here?

Mr. Brown. Senator Montoya, Mr. Johnson was unable to be here today, so I will be the only witness from Artesia, and I will submit a brief here and then comment just very briefly.

Senator Montoya. The statement submitted will be made a part of the record. You may proceed, Mr. Brown, to summarize it as you wish.

The statement and the exhibits will be made a part of the record at the conclusion of your oral remarks.

STATEMENT OF TOM E. BROWN, SR., CHAIRMAN, HIGHWAY COMMITTEE, ARTESIA CHAMBER OF COMMERCE, ARTESIA, N. MEX.

Mr. Brown. Thank you, sir.

Artesians are aware that in other areas where Interstate Systems have been built, there has been accelerated economic development in the areas 40 and 50 miles on either side of the Interstate Highway, and I believe that this in essence sums up what we're talking about here.

We have been very defense minded in our area in that we were the first place in the United States that built an entirely underground school. We now have a second school with all the classrooms underground, so we are defense minded.

The directors of the Artesia Chamber of Commerce in official actions have endorsed the proposal of the New Mexico Highway 70 Interstate Association and respectfully urge the acceptance and approval of that proposal by the U.S. Senate Public Works Committee.

Now, I might add in addition that there is a large community of interest between not only the oil and gas industry in this part of the State, but also the other industry, more particularly a new one which is developing very rapidly of feeding out cattle and packing industry in this part of the State and west Texas.

There is a large community of interest between this area and the area in Dodge City and Tulsa which this Interstate Highway 70 will benefit.

Thank you very much.

ARTESIA CHAMBER OF COMMERCE,
Artesia, N. Mex., November 22, 1969.

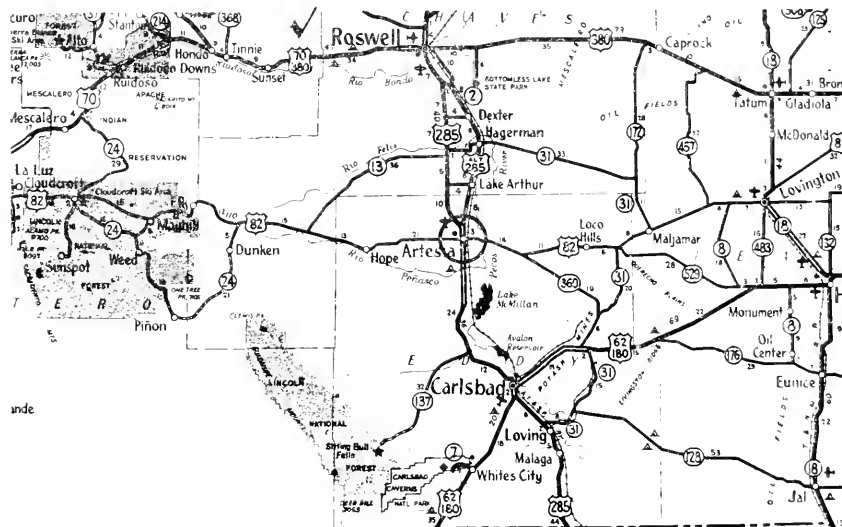
GENTLEMEN: This information is provided to the U.S. Congressional Delegation in support of the proposal by the New Mexico Highway 70 Interstate Association for the inclusion of U.S. Highway 70 in the National System of Interstate and Defense Highways.

While Artesia is not immediately adjacent to U.S. Highway 70, citizens of Artesia will greatly benefit by its addition to the Interstate System. Economic development of the entire Southern New Mexico Area is definitely important to our community.

The Artesia Chamber of Commerce heartily endorses the proposal of the U.S. Highway 70 Association. A brief description of the area and reasons for our support are set forth on the following pages.

Respectfully submitted,

TOM E. BROWN, Sr.,
Chairman Highway Committee.



Artesia, N. Mex., a community of 12,000, located in the heart of the Pecos Valley in North Eddy County, has an economy based on oil, gas, agriculture, and ranching. The Navajo Gasoline Refining Plant (formerly Continental Oil Co.) is the largest manufacturing facility. Other manufacturing activities include fiberglass pipe, lumber, bakery specialties, chili products, and there are many oil field servicing and supply companies. Cattle feeding is a growing industry in the area.

Artesia serves as a trade and financial center for small communities and farm and ranch operators east, west, north, and south of the city. It provides a market for wool growers and has supply houses for ranch and farm needs.

The College of Artesia, a private enterprise venture, provides the city with over \$500,000.00 yearly payroll and this year has students enrolled from 38 states and 5 foreign countries.

Tourism also provides some basic income for the community and this activity increases each year. Traffic flow to and from the Carlsbad Caverns National Park on U.S. Highway 285 (north and south) contributes to this increase. Designation of former State Highway S3 to a U.S. Highway (S2) has greatly increased the flow of traffic from east to west.

Two water recreation areas will be developed as a part of flood control projects, one north and one south of Artesia. This will enhance the livability of the area and provide additional incentive for people to move into and visit the area.

Looking into the future, citizens of Artesia recognize that depletion of oil and gas reserves and the dwindling number of consumers engaged in agricultural production will adversely affect the city's economy. To offset the effects of this change and to promote continued expansion and growth, Artesia citizens through the Artesia Chamber of Commerce are planning and working to provide new industrial enterprises and other sources of income for their community.

Artesians are aware that in other areas where the Interstate system has been built there has been accelerated economic development in the areas 40-50 miles on either side of the Interstate Highway.

Artesia is entirely dependent on ground transportation to keep its economy going. There is no scheduled air transportation and, of course, no water transportation. The Santa Fe Railroad provides service in carload lots and hauls tank cars for the Navajo Refinery, but the bulk of material handling is accomplished by truck. The railroad's LCL service is very slow and unsatisfactory. The Interstate system will facilitate the movement of truck service to the west and northeast thereby encouraging the further development of cattle feeding and slaughtering, manufacturing, agriculture, and the oil and gas industry. There is a community of interest in the oil and gas industry between Artesia, N. Mex., and Oklahoma City and Tulsa, Okla.

We join with the communities along U.S. Highway 70 in again reminding you of the advantages to defense installation that this addition to the Interstate system would provide. Artesians are concerned with maintaining a good national defense position. The first completely underground school in the free world, the Abo Elementary School, was built in Artesia with the assistance of the Office of Civil and Defense Mobilization. Since then a Junior High School (Park) with all classrooms underground has been built without federal assistance. An Interstate 70 will provide an alternate route for military movements in case of emergency, and U.S. Highway S2 from Alamogordo, N. Mex. to Plains, Tex., will provide a parallel emergency route.

Directors of the Artesia Chamber of Commerce in official action have endorsed the proposal of New Mexico Highway 70 Interstate Association and respectfully urge the acceptance and approval of that proposal by the U.S. Senate Public Works Committee.

Senator MONTONA. Our next witness is Mr. Louis M. Whitlock, manager of the Carlsbad Chamber of Commerce, accompanied by Mr. Horace Hubert, chairman of the highway committee.

Mr. Whitlock you may proceed with your statement.

It will be made a part of the record and you may proceed to read or summarize it, Mr. Whitlock.

Mr. WHITLOCK. Thank you, Mr. Chairman.

Senator MONTONA. You are speaking for the Carlsbad Chamber of Commerce?

Mr. WHITLOCK. That's correct.

STATEMENT OF LOUIS WHITLOCK, MANAGER, CHAMBER OF COMMERCE, CARLSBAD, N. MEX.; ACCOMPANIED BY HORACE HUBERT, CHAIRMAN, HIGHWAY COMMITTEE, CHAMBER OF COMMERCE, CARLSBAD, N. MEX.

Mr. WHITLOCK. Mr. Chairman and members of the committee, it is our opinion that an interstate highway such as the one proposed will feed millions of additional travelers into the State of New Mexico. These travelers will then be within less than a 2-hour drive of New Mexico's largest and most famous tourist attraction, Carlsbad Caverns National Park, and bordering the caverns is our Nation's newest national park, Guadalupe Mountains National Park, with the final funds for completing the acquisition of lands just approved by this session of the Congress.

Add to this the Botanical-Zoological State Park which will be open to the public by the end of 1970 and is located just one-half mile off U.S. Highway 285 north of the Carlsbad city limits—Roswell Highway—and the outstanding recreational facilities to be found in the Pecos Valley, and you can readily see that all of us in the Carlsbad area are vitally interested in any project that will help the economy of our State. A modern interstate highway system is a must for any area of the Nation if we are to grow and prosper.

The extension of the Interstate System via the route proposed by Roswell and the U.S. Highway 70 Association will serve a vast area of our State and would open new opportunities for economic development and serve to tie together another missing link in the present Interstate System, thereby carrying out the original intent of the Congress to provide all of the people of this Nation with easy access to the Interstate System which those of us in this area of New Mexico do not have at this time.

As manager of the Carlsbad Chamber of Commerce, I wish to state for the record that our organization has not nor any organization or any official of our chamber of commerce ever opposed the extension of the Interstate Highway System via the route proposed by the U.S. Highway 70 Association as stated by some officials in Roswell.

Mr. Chairman, we respectfully request that the record show that the Carlsbad Chamber of Commerce Board of Directors do unanimously support and endorse the extension of the Interstate Highway System as outlined and requested by the U.S. Highway 70 Association, and we respectfully request your unanimous support of this extension.

A modern interstate highway system is a must for any area of the Nation if we are to grow and prosper.

Senator MONTROYA. May I comment at this point, Mr. Whitlock, that Carlsbad is the only city that will not be traversed by this U.S. 70, but Carlsbad has fully evaluated the potentials of an interstate U.S. 70, and rightly so have come to the conclusion that it will generate a lot of traffic to Carlsbad and I certainly want to commend you and your chamber of commerce for the vision that you have displayed in evaluating this thing in its proper perspective.

Mr. WHITLOCK. Thank you, Senator.

Senator MONTROYA. Thank you, Mr. Whitlock.

Mr. Hubert? Mr. Hubert, chairman of the highway committee.

STATEMENT OF HORACE HUBERT, CHAIRMAN, HIGHWAY COMMITTEE, CHAMBER OF COMMERCE, CARLSBAD, N. MEX.

Mr. HUBERT. Senator Montoya, the Carlsbad Chamber of Commerce has asked for an audience at this hearing because we want to lend our support to Roswell and the U.S. Highway 70 Association in seeking consideration for an extension of the Interstate Highway System.

We support our neighboring community and support all areas of New Mexico seeking better transportation routes. We believe anything that benefits any section of New Mexico will also benefit us. We want to assure members of this committee and the people of Roswell that they have our wholehearted support in this project and that anything we can do to assist them we will do.

We will appreciate your unanimous support of this project.

Thank you.

Senator MONTROYA. Thank you very much, Mr. Hubert.

I think that Carlsbad and Artesia Chambers of Commerce have certainly displayed good statesmanship.

Mr. HUBERT. Thank you.

Senator MONTROYA. I think we can get one more witness here and make the session this afternoon shorter.

From Clovis, we have Mr. Reece Cagle and Mr. J. R. Spencer.

MR. SPENCER. Senator Montoya and Mr. Meyer, in order to conserve time, I will be speaking in behalf of the city of Clovis, county of Curry and the Clovis Chamber of Commerce.

SENATOR MONTOYA. Very well.

You may proceed.

**STATEMENT OF J. R. SPENCER ON BEHALF OF THE CITY OF CLOVIS,
N. MEX., COUNTY OF CURRY, AND THE CLOVIS CHAMBER OF
COMMERCE**

MR. SPENCER. Clovis is located in the east central portion of New Mexico, 10 miles from the Texas State line and is approximately midway between Amarillo, Tex., and Roswell, N. Mex., about 110 miles from either.

In its early days, economic growth in Clovis was closely tied to three factors: the Santa Fe Railroad, agriculture, and retail trade. Each remain important to this day. As population began to grow, Clovis became the hub of retail trade; serving not only its needs, but those of persons in nearby smaller communities who continue to depend on Clovis for a range of goods and services not available elsewhere. Clovis has enjoyed a steady, consolidated type of growth and today has a population of approximately 30,000. Our rate of growth will have increased at an average of 2.3 percent per year throughout the decade of the sixties, permitting the city to keep pace with expanding amenities of urban life such as schools, churches, utilities, protective, and city services, and so forth.

An additional factor important to Clovis' economic growth in Cannon Air Force Base, situated 6 miles west of the city. Established during World War II, and then reactivated during the 1950's. Cannon presently has a complement of assigned military and civilian personnel totaling 5,106. This base is most important to our national defense effort. Within recent weeks they have been assigned the F-111E jet aircraft, the second Air Force facility designated to incorporate this weapons system into their inventory. By June 1970, personnel at this base is anticipated to increase to over 6,300. The base payroll, contract construction and supply purchases contribute significantly to the economic vitality of Clovis.

Yet another segment of the city's diverse and stable economy exists, though its full potential is in the formative stage of development. I refer to industrial expansion.

For each job in manufacturing there are approximately 22 jobs in nonmanufacturing employment. To give better balance to our economy we are striving to expand job opportunities in the manufacturing category.

Today, industry is looking to this part of the Southwest. Among the reasons for this:

- Labor of high productive efficiency.
- Inexpensive industrial prime sites.
- Available housing.
- Realistic local and State tax structures.

Climatic conditions conducive to outside warehousing with little or no corrosive problems and virtually 100 percent year-round work access to the job.

There are other advantages, but there exists one primary detriment, and that is the need for highway improvement.

The importance—even necessity—of adequate highway transportation to the orderly economic growth of a community is well documented. Not to belabor the point, but for the sake of emphasis, we mention these salient points:

(1) In the February 1968 issue of *Highway User*, official magazine of the National Highway Users Conference, appeared an article, titled "Why Economic Development Follows the Interstate." The main thrust of the writeup setting forth advantages to be gained from location near an interstate highway were many and varied, and an understanding of these advantages is a significant tool in the hands of those responsible for the industrial growth of their community.

(2) Our experience in this effort through the years reveals an irritating but conspicuous fact. Executives from other parts of our Nation are under the impression that the entire State of New Mexico is so isolated that it is not necessary to even consider making a capital investment here. Undoubtedly this is psychological, but none the less remains a prime deterrent against this area in our sales efforts of business profit potential here. An interstate designation would do much to remove this stigma. Many times I have talked on the phone with industrial prospects who ask where in the world is Clovis, N. Mex., but who are usually acquainted with the Texas Panhandle. It's always a shock to them to learn we are only 10 miles from that better known geographic section.

(3) "Highways—Magnet for New Industry" published the fourth quarter 1969 by the American Trucking Associations, Inc., graphically illustrates the adherence of plant locations on interstate highways.

(4) To relate a personal experience which happened last month, four Clovis businessmen were in Nebraska talking with an industrial prospect about the possibility of expanding their operation into our city. The first, the very first, question they asked our group "Is Clovis located on an interstate?"

The evidence is irrefutable that aggressive and promotional communities earnestly seeking to expand their employment opportunities, broaden their tax base and literally change the face of their city, are severely penalized if they are not located on an interstate.

Much has been said lately about Government, labor and business continually searching for new job opportunities for all of our people. The Government's main concern is to reduce unemployment, certainly a most desirable socioeconomic goal. Business accomplishes the same objective in its quest for a profit.

We think it makes good sense to disperse the Nation's industrial productive capacity now concentrated in overcrowded population centers, into the secondary markets. We do not imply it is Government's responsibility to force this to come about—management will eventually see the profitable possibilities of such dispersion and in time will be drawn to areas of less population density. But, Government's role in highways, and as has been pointed out, highways are essential to economic development.

Let us carry the point into another sphere. This part of New Mexico does not have too much extractive industry. It follows that most of the industrial development destined to come to this region will be small

to medium sized firms requiring less-than-truckload motor freight shipments.

There is, however, an industry which is emerging as the largest of its kind—not only in this country but in the entire world, the mushrooming cattle feeding and slaughtering industry.

What is taking place in this region of the southern High Plains is by now common knowledge. In the 1960's the major meatpacking companies began mass closing of large, antiquated and obsolete plants in the livestock terminal centers. The livestock industry was finally convinced by a handful of established cattlemen from this region that it made sense to fatten and process beef where the feed and cattle abound and ship the carcasses to the population centers. It required about 30 years for these farsighted cowmen to convince big business there was a better way. Their thesis was simple: You cut down on the third highest cost of operation—transportation expense—by shipping dressed carcasses instead of shipping feed on the one hand and live cattle on the other to the same point of designation. Today this is the largest beef producing, feeding and slaughtering section in the world, and those in the business tell us they haven't even scratched the surface yet.

An interstate designation would indeed be a boon to this industry.

Within the past few days certain Indiana meat distributors contracted with feed lots in the Clovis and Roswell areas to ship 1,000 pound fed steers to their plant for processing. They prefer shipments on hoof instead of dressed out halves for reasons known only to themselves. The point, however, is an interstate designation would be exception, runs diagonally through district 2 designated by the State possibilities.

Gentlemen, this area will grow, believe me. We have too much to offer for it to be otherwise. The other day I heard someone express it quite well, "Whether we like it or not, we are going to experience growth." I subscribe to the thought we will like it, but only if we are prepared for orderly growth.

U.S. Highway 70 as it traverses New Mexico, with a short distance exception, runs diagonally through District 2 designated by the State highway department. This is the only district out of five in New Mexico that does not have an interstate crossing the district boundary. The January 1, 1969, traffic flow map issued by the State highway department reveals U.S. 70 carries more traffic than a portion of I-25. This district has 23 percent of the State's population and 32 percent of the State's total assessed valuation. Approximately \$41 million out of a total of \$58 million in Federal-aid apportionments to New Mexico in this current fiscal year will be spent on interstate roads. These are reasons, no doubt, the State highway commission is on record favoring the inclusion of this route on the first expansion of the Interstate System. It is also well to note the New Mexico Motor Carriers Association favors this designation.

In this closing portion of our testimony we should like to address ourselves to certain facts which probably are known to the committee, but which certainly bear repeating. This proposed 399-mile route linking Amarillo, Clovis, Portales, Roswell, Alamogordo, and Las Cruces is the shortest distance—a relatively straight line on the map—between I-40 and I-10/I-25. It can be categorized in one of the following:

(1) A portion of the existing route is presently four-laned to meet interstate standards.

(2) A portion of the existing route is presently four-laned, not far removed from interstate standards.

(3) In a sizable percentage of the total miles involved in this route, rights-of-way are either now of interstate width or are in areas where rights-of-way could be secured without encountering overwhelming economic or engineering problems.

(4) The area between White Sands Proving Group and Holloman Air Force Base covers federally controlled land. As a matter of fact, about 55 percent of the land area in the entire New Mexico Highway Department District 2 is Federal or State land.

(5) Some of this route is presently under four-lane construction or is planned for four-laning in the near future. The advantage of early advance notification that a particular stretch of Federal primary system highway is to be incorporated into the Interstate System would be particularly helpful in planning future construction projects on that route.

(6) Only a relatively small distance, which we informally estimate to be considerably less than 10 percent of the proposed route total, would likely present an above average expense to convert to interstate. The remaining portion will compare very favorably to the national average cost per mile of interstate construction. Only one or two railroad grade separations will be involved in this entire proposed extension.

(7) Very little of this route presents winter snow problems. We are approaching the time of the year when press reports indicate some travel difficulties in the higher elevations on Interstate 40. We believe this proposed route would provide an alternative to westbound travelers leaving Amarillo, or eastbound travelers leaving southern California, who prefer a more southern all-weather route involving no increase in distance driven.

It is our wish to present these several facts from the standpoint of our interest in the total area involved and not just from one community's viewpoint alone. The greater portion of work and expense on this proposed route will be the responsibility of New Mexico, rather than Texas, although about 75 percent of the lineal distance would be located in New Mexico.

Our people are receptive to the idea and want to proceed. We, therefore, feel justified to request that the proposed link extension between I-40 in Amarillo and I-10 and I-25 in Las Cruces be designated on the Interstate System of National and Defense Highways at the earliest possible date and plead your affirmative consideration.

I might add to this, Senator, that the Office of Legislative Liaison of the U.S. Air Force will undoubtedly incorporate a statement as part of this record in behalf of Cannon Air Force Base.

Senator MONTROYA. We would certainly be glad to receive it and make it a part of this record when it is received.

The attachments to your statement will also be accepted by the committee for its use.

MR. SPENCER. Thank you very much, sir.

Senator MONTROYA. Is Mr. Cagle with you?

MR. SPENCER. Mr. Cagle was unable to make it today.

Senator MONTROYA. I want to say this, Mr. Spencer, that you have covered a point that is very important; namely, you have given us an inventory of the makeup of the present road along U.S. 70 which indicates to me that we have quite a few plusses by virtue of the fact that we already have good construction along most of this route.

Mr. SPENCER. Yes, sir. We have very excellent terrain, too. Very little mountainous terrain in this entire route.

Senator MONTROYA. And this gives strength to us with the Secretary of Commerce in trying to exact from him even administratively the designation of this highway as an Interstate Highway.

Mr. SPENCER. This is why I stayed with the second portion of this testimony more fully. I didn't want to overlook any of these points that delegation felt was pertinent.

Senator MONTROYA. Thank you very much, Mr. Spencer.

We will stand in recess until 2:15 this afternoon.

(Thereupon, the committee stood in lunch recess.)

AFTERNOON SESSION

Senator MONTROYA. The committee will be in session.

I understand that the mayor of Roswell has another statement; is that correct?

MAYOR BRAINERD. That's correct.

Senator MONTROYA. Would you want to present it now?

MAYOR BRAINERD. If it is all right.

Senator MONTROYA. You may proceed.

STATEMENT OF MAYOR WM. F. BRAINERD, ROSWELL, N. MEX.

MAYOR BRAINERD. Senator Montoya, we have a prepared statement which we will submit for the record and then summarize it.

Senator MONTROYA. Yes. It will be made a part of the record.

MAYOR BRAINERD. Since Roswell for the past 2 years has taken a rather sharp turn in its direction and has reassessed its future, I think if there is any one point that stands out in the minds of all of us, it is that the industrial and growth potential for this entire area in the area of the proposed Highway 70 Interstate has been sadly underrated insofar as its potentiation is concerned.

We find that far from being ideal at the present time, we still have a number of significant plusses which have enabled us to attract certain industrial clients to this community who have come here in spite of some handicaps.

We find also that where an industrial concern locates in this—anywhere within this area, that the effects are felt throughout the entire area, and that we have a community of interest with all of the cities lying in between El Paso and Las Cruces on the west and southwest and Amarillo on the northeast, and if I may be permitted to do so, I would like to give some illustrations to bear out what I am speaking of.

As you know, Pan-American is coming with the 747 to Roswell for training purposes and one of the greatest handicaps that we have had to overcome in securing this airline here is the lack of highway transport, strange as that may seem. To illustrate, the fuel require-

ments for this 747 training program when it is in full blossom in the spring of 1970 will probably exceed 6 million gallons of JP-5 jet fuel per month.

Now, to give you some illustration of what that requires, we have the entire capacity of the Artesia refinery by pipeline into our storage tanks here at the air center but we can only supply one-third of the demand. The other two-thirds will come one-half from the east in Texas by truck and the other half from El Paso by truck, and the trucking in here of 4 million gallons of jet fuel per month is going to be a rather significant highway burden. This is an immediate need. The need can only grow.

We have additional items along the same line although perhaps not as staggering at the present time.

Levi Straus & Co. is now in the process of opening its second plant in Roswell. The goods which are processed and completed here are shipped to Amarillo to a terminal at that point for distribution nationwide. Levi operates a fleet of trucks which covers this area. The needs for a highway to connect us with our neighbors, I think, is pointed up more because of the close community of interest between the cities within this area and we ourselves, even though we are so widely separated, comprise what you might term a metropolitan area that has been spread out.

No one location can provide all of the needs for any one tenant for the future and this is going to have to comprise all of us and come by transport.

This has no regard to the number of people who will be traveling into, out of, and through this area in the future.

And we, I think, as the representative from Alamogordo stated, have also suffered a loss of passenger rail service in here so that the only access to Roswell and this immediate area is either by air or by surface transport, and the demands on both I think will grow in rather outstanding proportions in the future.

All of these items which we have planned for our future are based entirely on the accessibility of our facilities and the ability to bring in unfinished materials and to ship out finished products.

I think many people have touched here upon the cattle industry, the meatpacking industry and its future. But for this year alone, Chaves County by itself will have over 300,000 head of cattle on feed.

Now, the import of that I think is rather staggering. This is the third largest cattle feeding area or cattle feeding county in the area served by Southwestern Public Service Co. and it covers about three or maybe four States. This can only grow. It is the most significant future industry that we have on the horizon at the present time and it encompasses this entire area and I think that we have ample here to support it. We have amply demonstrated not just Roswell, but the entire area, that for the past 2 years the trends and the growths have already been delineated and are quite clearly defined and that the trend for the future can only be more of the same at an accelerated pace and for this reason, we feel that the Highway 70 designation as part of the Interstate System is more than just a matter of convenience. It is a matter of necessity and we earnestly solicit your favorable support.

Thank you.

Senator MONTONA. Thank you very much, Mayor. I think the information which you have given is very important but it also constitutes a great eye opener to us who have been watching the progress of the people of Roswell in trying to develop an economic thrust for the community. You people have certainly done well in this community and I congratulate you.

Mayor BRAINERD. Thank you very much, sir. We appreciate it. (The prepared statement of Mayor Brainerd is as follows:)

STATEMENT OF WM. F. BRAINERD, MAYOR, CITY OF ROSWELL, NEW MEXICO

Roswell, with a population of approximately 44,000, is the largest town in the southeastern part of New Mexico. It is a cultural, trade and medical center for an area encompassing several counties. By virtue of its location, Roswell is the hub of an area which encompasses some 2½ million people within 200 miles. Within 200 miles of Roswell are located Albuquerque, Santa Fe, Amarillo, Lubbock, Midland, Odessa, Carlsbad, Artesia, El Paso, Juarez and Las Cruces. This makes Roswell a natural distribution point for the entire area outlined above.

The strength of Roswell's basic economy was amply demonstrated by its recovery from the loss of its Air Force Base. Prior to closure, Walker Air Force Base was one of the largest SAC Bases in the world. A great portion of Roswell's economy was directly related to the payroll and other benefits derived from the Base. Needless to say, the phasing-out of operations at Walker Air Force Base was a terrific blow to the City and caused loss of almost one-fourth of Roswell's population at that time.

Within two years, the City has managed to convert the former Air Force Base into an educational-industrial complex which is unique within this area. With the help from many State and Federal agencies, principally the Department of Defense, a plan was worked out for the establishment of the Roswell Campus of Eastern New Mexico University. This campus encompasses the barracks, cafeteria, administrative and related areas on the former Base. The college already has over 1,300 full-time students and the capacity to grow to a student body of more than 5,000 without adding any more physical facilities. Current indications are that this college campus will see a rapid growth over the next five or six years and will be a major factor in our economy.

In addition, the people of Roswell established an industrial development corporation which has worked closely with the City government and the Roswell Chamber of Commerce to seek industrial tenants on the industrial part of the former Air Base. The City moved its municipal airport to the Base shortly after its closure and a full time FAA tower is manned there.

The bomb disburial area is now leased to Longhorn Manufacturing Company, a fireworks manufacturer, which is the largest manufacturer of its type in the country. Most of Longhorn's supplies and products travel in and out of Roswell by truck.

Pan American World Airways has used Roswell as a training facility since 1967. Since that time, pilots have been trained on the Boeing 707 and, commencing next week, Pan American will train its crews in the operation of the Boeing 747 super jet at Roswell. When training operations are in full swing, it is estimated that the fuel consumption on the training planes will be in the neighborhood of six million gallons per month. Most of this fuel is being delivered by truck from El Paso and the panhandle areas of Texas.

LTV ElectroSystems has taken a large block of space at the Air Center and is putting in a facility for the repair, maintenance and overhauling of both civilian and military aircraft. Their first airplane was delivered to a major domestic carrier this past week and operations by LTV should be in full swing within another six months. Many of the tools, materials and supplies used by LTV will arrive via the highway.

Crestline Mobile Homes is also located on the Industrial Air Center and produces mobile homes at a rate in excess of two per day. Needless to say: this is an industry which relies upon the highways for its inventory of raw materials, as well as for delivery of the finished product.

Levi Strauss is currently completing the installation of a second plant in Roswell at the Air Center. This plant will provide jobs for some three hundred additional machine operators. Levi has a distribution facility in Amarillo, Texas, and its trucks are constantly running between the two cities. In addition, Ros-

well is a natural point for air shipment of products manufactured by Levi to distant points. With the advent of the new generation of jets, shipment by air becomes even more feasible. However, the goods which would be shipped from Roswell would have to arrive here by truck from other Levi plants in Albuquerque, Amarillo, Lubbock and El Paso.

Thiokol Chemical Corporation operates a training facility for American Indians here. They currently are training approximately 550 Indians who belong to tribes scattered all over the country. In addition, Thiokol, under contract with the Bureau of Indian Affairs, operates an Indian Police Academy on the Air Center. Almost all travel by the students and trainees is done by surface transportation either by bus or automobile.

Numerous smaller industries have located on the Industrial Air Center including, among others, Classic Foods, Inc., Avionics Enterprises, Inc., and Borg-Warner Corporation.

The immediate future holds prospects for additional clients at the Air Center and in Roswell. Chaves County feeds approximately 300,000 head of cattle each year and we are a prime candidate for the meat packing industry.

The cattle feeding industry, as well as farming and ranching, are the basis for a great deal of traffic into and out of Roswell.

Since the closure of the Base and the opening of the Roswell Industrial Air Center, Roswell has recouped better than seventy-five percent of the loss in population which it suffered. Our bank deposits are at an all time high and all facets of the Roswell economy appear to have fully recovered from the blow with the exception of the real estate market as it pertains only to very small houses.

With the varied industrial activities, which can only grow, and based upon our location, it is imperative to Roswell that it be included in the Interstate Highway System. Our chief draw-back in securing industry pertains to our remoteness. Designation of Highway 70 as part of the Interstate System will add greatly to our potential, facilitate our growth and open up an immense trade area in and about Roswell. Most industrial concerns are interested in locating on or adjacent to an Interstate Highway.

Your consideration in this regard is earnestly solicited.

Senator MONTROYA. Are all the people from Las Cruces through with their testimony? Any one here left?

I guess General Milton presented their case.

Our next witness is the mayor of Portales, Mr. James Kiker. Is the mayor here?

Mr. STINNETT. Senator, we have changed things a little bit. I will present the testimony for Portales.

Senator MONTROYA. All right, you may proceed with your testimony.

STATEMENT OF MARSHALL STINNETT, CHAIRMAN, HIGHWAY AND ROADS COMMITTEE, ROOSEVELT COUNTY CHAMBER OF COMMERCE, ACCOMPANIED BY G. E. PETERSON, CHAIRMAN, ROOSEVELT COUNTY COMMISSIONERS, PORTALES, N. MEX.; AND MAYOR JAMES KIKER, PORTALES, N. MEX

Mr. STINNETT. I am Marshall Stinnett and I am chairman of the Chamber of Commerce Roads Committee for Roosevelt County and I also am representing Mr. E. G. Peterson, chairman of the Roosevelt County Commissioners and Mayor James Kiker.

We did this in order to conserve your committee's time.

Senator MONTROYA. We appreciate this.

Mr. STINNETT. Each of those named gentlemen have statements I believe and will just submit them for the record.

I would very briefly like to state that our community realizes the great importance of having an interstate designation through or by our community.

As you know, we are a small community. We would be on the main line of the highway. It would be very vital to our community and our continued growth and economic growth and development.

Portales is a junction for Highway 18 and 70, and the highway now splits our community and also splits Eastern University New Mexico campus now, and in the future without some alternate modes of transportation in and around our community, we are going to have a very serious transportation problem in our community.

We appreciate our chance to present our record.

Senator MONTROYA. May I say this off the record?

(Thereupon, a statement and discussion was had off the record.)

Senator MONTROYA. Thank you very much, Mr. Stinnett, and the testimony that you submit in behalf of yourself and the others will be made a part of the record.

Mr. STINNERT. Thank you.

(The prepared statements of Mr. Stinnett, Mr. Peterson, and Mayor Kiker are as follows:)

STATEMENT OF MARSHALL STINNERT, CHAIRMAN, HIGHWAY AND ROADS COMMITTEE,
ROOSEVELT COUNTY CHAMBER OF COMMERCE

We are slowly entering a transition period . . . though agriculture will remain a substantial part of our economy. Eastern New Mexico University is the largest single employer in Portales. Current enrollment at the school is 4,016 students, planners projections call for 7,000 students by 1980.

Though we are not regarded as a tourist or convention center, in 1968 over 22,000 people visited our area. These conventions or workshops vary from 25 to 700 people. Eastern New Mexico University is responsible for the majority of our convention programs; averaging two conferences per month. This means $\frac{3}{4}$ of a million dollars of new money for our economy. And this factor will also increase as the university grows. Additional traffic is also anticipated as the word spreads on the Blackwater Draw Museum, the facility that houses fossils and artifacts of early man found at Blackwater Draw. The Museum is under the direction of the university.

1970 will also see completion of Oasis State Park, a 126 acre facility located 5 miles off of Highway 70, north on State Highway 467. Visitors at the park have increased from 51,000 in 1964 to 89,000 in 1967, our last official count. New additions will include a community shelter for large groups and improved trailer parking facilities with modern comfort stations. Interstate designation will surely increase the visitors' use of this 126 acre Oasis State Park.

As New Mexico extends its effort in its tourist development program we cannot afford to be isolated from the traffic being generated along the interstate systems. With a sparsely populated State our area also represents a last frontier for population movement, business and industrial development. Designation of U.S. 70 as an interstate would open a south route across New Mexico with a minimum of construction cost and give us a second east-west interstate line of travel offering convenient and pleasant climate year 'round.

STATEMENT OF G. E. PETERSON, CHAIRMAN, ROOSEVELT COUNTY COMMISSIONERS,
PORTALES, N. MEX.

Portales, county seat of Roosevelt County, is located in east-central New Mexico, on the southwest edge of the great plains. The city is situated in an irrigated valley, the center of a large farming and ranching area. 56,000 acres are under irrigation and 472,000 acres make up the dry-land and grazing element of our agriculture economy.

The combined income of our crop and livestock industry reached an estimated \$31,000,000 in 1968, according to our agriculture agent. Roosevelt County's agriculture income ranks fifth in the State and our dairy industry ranks first in New Mexico.

Different from most counties in New Mexico where agriculture patterns reflect the extremes of very large or very small operations, Roosevelt County's strength lies with the medium sized unit. The diversity of crops serves to stabilize our agriculture income. Principal crops include wheat, grain sorghums, broomcorn, peanuts, sweet potatoes, cotton, and sundry vegetables.

Ranching and dairying contribute over half of this income, about \$17,000,000. This means employment in agriculture-related firms . . . peanut processing, feed and grain storage and preparation, fertilizers, meat packing, and so forth.

Each segment of our agriculture economy relies almost exclusively upon trucking for transport of its natural resource or manufactured product. Subsequently agriculture supports about 80 independent truckers oriented to agriculture, and for all practical purposes Highway 70 has become our only communications link with east and west markets for both crops and livestock. It becomes extremely important that U.S. Highway 70 be designated as an interstate highway because it would give immediate access to an interstate system reaching our east and west markets as well as providing a quicker and safer truck-transport facility.

ROOSEVELT COUNTY FARM AND RANCH INCOME, 1968

Crop	Production	Unit Price	Harvested Crop	Crop Value	Total
CROP INCOME					
Cotton:					
Ginned in County	7,220 bales				
Ginned outside	1,500 bales	\$75 per bale	9,000	\$654,000	
Cotton seed		\$19.20 per bale		167,424	\$821,424
Grain Sorghum:					
Nonirrigated	1,700 pounds	\$1.75 per hundred-weight.	41,000	1,219,750	
Irrigated	5,000 pounds	\$1.75 per hundred-weight.	24,000	2,100,000	3,319,750
Peanuts	2,267 pounds	14 $\frac{1}{4}$ cents per pound.	7,853	2,537,150	2,537,150
Broomcorn:					
Nonirrigated	225 pounds	\$425 per ton	13,000	621,562	
Irrigated	800 pounds	\$425 per ton	3,000	510,000	1,131,562
Wheat	23 bushels	\$1.27 bushel	51,000	1,489,710	1,489,710
Alfalfa hay	4 tons	\$28 per ton	4,000	560,000	
Other hay	3 tons	\$20 per ton	7,000	420,000	980,000
Sweet potatoes	82,000 crates	\$4.25 crate	350	348,500	348,500
Castor beans:					
Nonirrigated	500 pounds	\$5.50 per hundred-weight.	1,000	27,500	
Irrigated	1,500 pounds	\$5.50 per hundred-weight.	1,000	88,000	115,000
Barley	2,300 pounds	\$2 per hundred-weight.	250	17,500	17,500
Corn	65 bushels	\$1.35 bushel	230	20,182	20,182
Cantaloupes	1,300 per hundred-weight.	\$2.70 per hundred weight.	35	12,285	12,285
Oats	20 bushels	88 cents per bushel		1,408	1,408
Tomatoes	3,500 per hundred-weight.	\$2 per hundred-weight.	40	28,000	28,000
Onions	250 sacks	\$2.50 sack	110	6,875	6,875
Pinto beans	700 pounds	\$7 per hundred-weight.	200	9,800	9,800
Chili peppers	2,000 pounds	10 cents pound	8	1,600	1,600

SUPPLEMENTAL GOVERNMENT PAYMENTS

Wheat: Direct price support payments	\$462,781
Cotton:	
Domestic allotment program, diversion payment	914,694
Price support payment	1,182,058
Feed grain:	
Diversion payment	839,449
Price support payment	1,102,078
Soil Bank:	
Total annual conservation reserve	126,162
Cropland adjustment program	705,074
Cropland conversion (crops to pasture)	6,402
1964-65 cropland conversion (allows grazing)	7,184
Conservation cost share programs	99,947
Total Government payments	5,445,829

LIVESTOCK

Dairy:	
9,600 milk cows, 400 ranch-owned milk cows, 90 grade A dairies.....	3,660,220
20,105 gallons of milk per day at \$5.80 hundredweight.....	78,300
2,900 dairy calves sold at \$27 head.....	952,000
7,000 dairy yearlings sold at \$136 head.....	682,080
3,360 dairy cows and bulls sold at \$203.....	
Total dairy output value.....	6,077,300
Feed cattle: An average of \$225 head, total income.....	1,849,607
Beef Cattle:	
21,500 calves sold at \$112 head.....	2,414,720
17,030 yearlings sold at \$165 head.....	2,809,950
7,382 cows and bulls at \$167 head.....	1,232,794
11,000 warmed up cattle at \$152 head.....	1,672,000
Total beef cattle income.....	8,129,464
Hogs: 14,321 hogs sold at \$40 head.....	572,840
Poultry-eggs: 33,000 hens and production.....	132,000
Horses 380 head sold at \$152 head.....	57,760
Sheep 823 head of sheep sold at \$16 head.....	13,168
Total livestock income.....	16,832,139
Grand total farm income.....	33,119,216

Source: Roosevelt County Agriculture agent. Prepared by Roosevelt County Chamber of Commerce.

STATEMENT OF THE HONORABLE JAMES KIKER, MAYOR, PORTALES, N. MEX.

Portales is located at the junction of U.S. Highway 70 and New Mexico Highways 18, 88, and 467. Its population is estimated at 11,000 people and the Bureau of Business Research projects a 17,000 population by 1980.

Commercial freight service is supplied by ICX, Lang Transit, and Apex Truck Lines. The Santa Fe Railway runs daily trains through Portales on its branch line with connecting points at Clovis and Carlsbad. Freight and express are dropped at Clovis, then trucked to Portales. Portales passenger service is provided by New Mexico Transportation Bus Lines and commercial air service by Texas International Air Lines with facilities at Clovis Air Terminal, 25 miles north of our city.

Portales traffic life line is Highway U.S. 70 with all other highways connecting with U.S. Highway 70 in the city. As our city grows traffic control problems will increase substantially because all local traffic as well as through traffic converges in the center of the city. Add to this the fact that U.S. Highway 70 also splits the campus of Eastern New Mexico University and one can see the very real and difficult vehicle and pedestrian problems confronting us in the near future unless other avenues of traffic flow can be programmed. An Interstate 70 with limited access would help extensively with through traffic simultaneously giving Portales and its people a rapid and safe access to all points of interest, both commercial and recreational.

Senator MONTROYA. We have the Mayor of Ruidoso, Mr. Lloyd L. Davis, Jr. You have some other people with you, Mr. Davis?

Are you testifying in behalf of all of them?

Mr. DAVIS. We have one other, Wayne Estes with me today, and we have one, Mr. Pirelli, who is missing and we would like to submit our testimony for the record.

Senator MONTROYA. You may do so, sir.

You may proceed to make a summary, if you like.

STATEMENT OF LLOYD L. DAVIS, JR., MAYOR, VILLAGE OF RUIDOSO, N. MEX.

Mayor DAVIS. Inasmuch as Ruidoso is small, our remarks will be, believe me, brief. But we would like to go on record as endorsing

wholeheartedly the comments made by our other communities up and down Highway 70 today, and also to commend both Artesia and Carlsbad for their contribution to this hearing.

Ruidoso has a slightly different problem than some of the other communities up and down Highway 70. We do not have industry nor do we anticipate that we might have. Our total industry would be tourism.

This is a rapidly growing segment of the New Mexico economy.

You have heard previous testimony by the Otero-Lincoln delegation by Aubrey Dunn and Mr. Mershon as to the number of visitors to the Lincoln National Forest and this is around 2 million people. We are surrounded by the Lincoln National Forest.

Our racetrack, which we like to boast, has the richest horserace in America—in fact, the winning purse being greater than any other purse for all winners in the United States. The attendance factors here this year were 267,000. We had 90,000 paid skiers in attendance last winter. This represents slightly over one-half of the total New Mexico ski business.

Approximately 1,200,000 people visited Ruidoso last year. We are a terminal point. We do not have transient business. These people are generated there because of the secondary homes or because they have come for a single purpose.

Consequently, we feel that adequate highway facilities, since we have neither bus, air, or rail transportation into Ruidoso, would be of the highest importance to our area.

We feel that within a few years of designation and justly commencing of interstate construction throughout this part of New Mexico, would show a 100-percent increase in our business without the addition of new or additional taxes. We feel that we could contribute highly in the way of new sources of sales tax, gasoline tax, which help pay for these systems.

We strongly encourage the addition of Highway 70 to the U.S. Interstate System.

Thank you, sir.

Senator MONTROYA. Thank you very much.

(The prepared statements of Mayor Davis and Mr. Estes are as follows:)

STATEMENT OF LLOYD L. DAVIS, JR., MAYOR, VILLAGE OF RUIDOSO, N. MEX.

GENTLEMEN: Ruidoso and its environs are almost totally dependent upon the tourist industry. Ours is a resort area which is progressing in the belief that we are truly to become the "Playground of the Southwest." The Ruidoso Downs Racetrack is the home of the World's richest horserace—The All American Futurity which is held each Labor Day. Attendance figures for the season just concluded proved a great increase over previous years—from 229,510 in 1965, to 267,035.

True, too, is the impressive growth enjoyed by the Sierra Blanca Ski Area, owned and operated by the Mescalero Apache Indians. Our Ski Area is the most widely used in the State of New Mexico, and one of the largest attended by skiers in the southwest. Skiers' attendance has increased from 40,000 in 1965 to 90,000 during the 1968-69 winter season. With these paid attendance figures as a matter of public record, I would use the accepted practice and at least double the figures

of same by those non-participating visitors who come along with the active participants.

Since we do not have commercial aviation facilities, nor railroad service, the Ruidoso Area is most vitally interested in U.S. Highway 70 becoming incorporated and designated as part of the National System of Interstate and Defense Highways. With this declaration, the Ruidoso Area would benefit tremendously since a more rapid and more safe highway system would provide greater access to our area by many additional tourists. As a result, our businesses would enjoy a healthy increase in sales and services and as a result, all facets of governmental agencies would benefit from the additional taxes generated—no new taxes—only those types of taxes connected with the tourist industry (i.e. Sales Taxes and Gasoline Taxes).

As stated previously, the Ruidoso Area is almost 100% dependent upon Vehicular traffic. Without highways that are adequate in all respects, our tourist industry will suffer from the lack of repeat business as well as new growth.

I shall not elaborate on the contribution that an Interstate Highway would maintain regarding our defense installations from Clovis to Alamogordo and subsequently the White Sands Missile Range and the El Paso Area. This, I'm sure will be made by those persons better acquainted with the defense installations than I, and your committee is most cognizant of these huge defense installations.

I will go on record in declaring that in my judgment an Interstate Highway system serving our area will promote a 100% increase in our basic defense within a very few years.

In the interest of continued highway safety and economic growth, I strongly urge you to incorporate Highway 70 into the Interstate and Defense Highway System.

STATEMENT OF WAYNE ESTES, TRUSTEE, VILLAGE OF RUIDOSO, N. MEX.

GENTLEMEN: The Ruidoso Area is one of the few in the state to dedicate itself to New Mexico's philosophy in recognizing, planning, and building in order that our basic industry of tourism is maintained at a high level. At the present time, our area is not serviced by commercial airlines, nor railroads. We are dependent upon highway traffic. As a result, the majority of U.S. Highway 70 serving our immediate area is inadequate for the heavy volume of traffic. Corrective measures have been initiated on parts of U.S. Highway 70, but these measures will in all probability not meet the ever increasing traffic demands. Naturally, an adequate highway system is the only way in which we can achieve and maintain our objective in catering to our basic industry—tourism. We need an interstate designed highway to insure our safety, our future growth—yes, our continued existence in this competitive business of tourism, and resort living.

Our immediate area is entirely surrounded by the Lincoln National Forest. The beauty of the forests is enjoyed by many thousands of people. We hope that the beauty of the Lincoln National Forest can be preserved forever. Our greatest danger is an un-controllable forest fire. With our present Highway 70, the danger is great, since additional vehicular fire-fighting equipment could not be easily brought in; whereas, an interstate designed highway would increase our forest fire prevention, safety and fire-fighting ability, and efficiency due to the nature of the design. I have been a member of the Ruidoso Fire Department for many years, served as its Chief, and gentlemen, a Forest Fire is a nasty and dangerous thing to fight.

Again, I remind you that our area is almost completely dependent upon adequate highways for our existence. All foods, clothing and materials for shelter are transported by highway. Help us protect and insure our existence which will prove to be a wise investment in our nation's continued efforts in providing the basic economic factors to guarantee *all* a better standard of living.

SENATOR MONTOYA. I would like to put on Commissioner Espinoza at this time. I think he is anxious to visit with some people here and I will certainly accommodate him. Is he available here?

STATEMENT OF REGINALDO EPINOZA, CHAIRMAN, NEW MEXICO STATE HIGHWAY COMMISSION, ACCOMPANIED BY COMMISSIONERS HOLM O. BURSUM AND KENNETH L. TOWLE, AND BY L. G. BOLES, STATE HIGHWAY ENGINEER

Commissioner ESPINOZA. Yes sir. Senator Montoya, before I begin with my prepared text, I would like to introduce some of the people from the highway department and the highway commission.

With me is Senator—I'm sorry. He wears four hats at times, but Commissioner Bursum has temporarily walked out of the place. He is here with us and then we have a man that when he first came to the commission, a lot of people were confused about the pronunciation of his name. His name is actually Kenneth L. Towle. You spell that T-o-w-l-e, and a lot of people used to call him Towel, and becoming part of the State project, I suggested he become a Mexican and so we changed his name from Towle to Towlé, Kenneth L. Towle, would you please stand up?

Now, he is the commissioner from this district, the great district 2.

Now, I have always contended that the highway department is as good as its first line of defense is. I think our district engineers are the first line of defense and we do have the district engineer from district 2 here, Mr. Rickman.

We also have the very fine, capable chief highway engineer—you know lately, in the last 2 years I think it was they removed the "chief" part from his title. He is now the State highway engineer. But I still call him the chief State highway engineer. I think he is over there in that corner. Would you please stand up, Mr. Boles?

Now, the people of this district, I know, have highway problems and like I said before, your first line of defense is your district engineer. There is nothing he couldn't do. If you have got a bad road, if you have got an entrance to your home that has become washed out or something, do call 622-8441 and ask for Mr. Rickman, and if you don't get an answer, you might even go higher than that and call Mr. Towle at 393-6522 in Hobbs. And if you can't get an answer there, do call the central office and I think that is 983-7381 for Mr. Boles.

Senator MONTROYA. Of if you can't get any attention there, call Mr. Espinoza collect in Espanola.

Commissioner ESPINOZA. I would like to now start my testimony.

Senator MONTROYA. You may do so.

Commissioner ESPINOZA. Senator Montoya, and wonderful people from district 2, I know that they are here from Clovis Portales, Carlsbad, the great city of Roswell. We are very much in favor of including Highway 70 in the Interstate System.

Commissioner ESPINOZA. The National System of Interstate and Defense Highways was designed to fill a need for a nationwide network of high-capacity roads connecting areas of major population concentration, and to serve national defense movements. The system was selected and approved after study in considerable depth on the part of the several States and the Bureau of Public Roads.

At the time of the initial system selection in 1945, New Mexico proposed the inclusion of U.S. 70, but the necessary connection to Amarillo via U.S. 60 was not supported by the Texas Highway Department. The proposal was again advanced in 1954 and 1956, and by letter dated September 17, 1956, Mr. D. C. Greer, State highway engineer of Texas, advised that the addition of this routing was of interest and would be considered. On October 2, 1956, New Mexico proposed to the Bureau of Public Roads that U.S. 70 be added to the Interstate System, and supported the request with substantiating data. We have no record of a direct reply to that request, but when system additions were announced, U.S. 70 was not included.

On June 10, 1963, an official announcement by the Bureau of Public Roads advised that there was no advantage and no need for any State to submit proposals for new routes in the Interstate System.

In May of 1967, in response to a request from the Highway 70 Interstate Association, the chairman of New Mexico State Highway Commission advised of the commission's concurrence in the proposal to include U.S. 70 in the Interstate System. Such concurrence was reiterated by the State highway engineer on March 4, 1968, which position was reaffirmed by the State highway commission on March 28, 1968. By letter dated April 11, 1968, the Bureau of Public Roads was advised of the State's interest in this matter, and was again requested to consider our proposal. The division engineer of public roads advised the State highway engineer on April 19, 1968 that the proposal would receive serious consideration "if and when Congress authorizes expansion of the Interstate System."

On May 16, 1968, in response to a telegram request from the Honorable John C. Kluczynski, chairman of the Roads Subcommittee, Public Works Committee of the House of Representatives, the State highway engineer advised of our interest in the incorporation of U.S. 70 in the Interstate System. It was further stated that it was hoped that funds for any enlargement of the Interstate System would be provided in addition to those needed for urgent and critical needs of the primary and secondary systems. This concern was expressed because of indications that a proposed 1,500-mile extension of the Interstate System would not be supported by additional funds. The latter fact was borne out with the passage of the Federal-aid Highway Act of 1968, which authorized an extension of the system by 1,500 miles, but without additional financing.

On November 14, 1968, the New Mexico State Highway Commission reaffirmed its endorsement of U.S. 70, "to be effective at such time as additional mileage may be authorized by the Congress and regulations will permit the designation of additional routings in such manner as not to delay or defer the completion of any part of the presently approved system in New Mexico." This resolution was forwarded to the Federal Highway Administrator in a letter dated November 20, 1968, in which reference was made to the original submittal on October 2, 1956 and subsequent occasions. The Federal Highway Administrator advised on January 7, 1969 that it was not possible to include U.S. 70 at this time.

The record shows that the State highway commission has strongly and continuously supported U.S. 70 as a route justified for interstate status.

Mr. Chairman, I would like to deviate for one little bit from my text in conclusion and point to the fact that this wonderful area of the southeast has no interstate at the present. We have a vast expanse of beautiful land which by the same token requires many, many miles of secondary and primary roads, and it would be my wish and I would request your influence and your good offices, Senator Montoya, to see if there is a possibility or to research the possibility of changing the matching ratio now that the Bureau of Public Roads allows us of 65-35 on the secondary and the primary systems to be increased on a basis of 75 matched by the Federal Government and 25 by our State government.

I think that by this method, and this means, we could spread our dollars much further for this highly needed southeast area and other areas of New Mexico where the secondary roads and the primary roads are our main arteries of transportation.

Senator MONTROYA. Mr. Chairman of the highway commission, I want you to know that I am strongly in favor of changing the ratio and having the Federal Government bear more of the brunt in the funding of these highway projects and certainly I concur with you. We should increase it on a 75-25 basis.

When the committee considers this piece of legislation, I will certainly try to work my will on the committee and make this recommendation. I think it is very important for New Mexico, because we have to build many miles of highways and the revenue structure in New Mexico is not as strong as it is in other States.

Before we go any further, I want to ask you this: Do you know whether U.S. 70 is in the Federal-aid primary system?

Commissioner ESPINOZA. Yes, sir; it is now. And naturally because of the matching ratio of 93-7, and all the wonderful benefits that would accrue, we are also seeking the designation as an Interstate System.

Senator MONTROYA. What is your present annual apportionment of Federal-aid primary highway funds?

Commissioner ESPINOZA. In the primary system?

Senator MONTROYA. Yes.

Commissioner ESPINOZA. I could not give you exact figures on that.

Senator MONTROYA. Can anyone give me the figures? Mr. Boles is here, but I don't know whether he has them or not.

Mr. BOLES. Mr. Chairman, our present Federal-aid assistance in the primary system is about \$20 million a year. This is all that we have toward the primary system.

Senator MONTROYA. And what is your current need or estimate of need for the primary highway funding for the State?

Mr. BOLES. In order to bring both the primary and the secondary systems up to date, that is to completely rebuild the system, I would estimate that it would probably be in the neighborhood of \$200 million.

Senator MONTROYA. And that would be spread over what period?

Mr. BOLES. Well, this is a period that I can't hardly conceive, but this is the amount of money that it would take us to completely rebuild the remaining portions of our Federal-aid primary and secondary system.

Senator MONTROYA. But over what period, Mr. Boles, without reconstruction requirements?

MR. BOLES. Those are our present needs, aren't they? This is what it would cost. It would take us—well, I wouldn't hazard a guess but it would take many, many years.

SENATOR MONTOYA. Would you say about 10 years, more than 10 years?

MR. BOLES. It would take more than that, Senator. It would take between 15 and 20 years to bring this system up with our present allotment of Federal funds.

SENATOR MONTOYA. In the meantime, would you have to reconstruct and need more money than that?

MR. BOLES. Certainly, because you never get ahead. You're always behind on any type construction that you do.

SENATOR MONTOYA. Well, how much of your primary funds are planned for the area of New Mexico—this area, district 2 over the next 5 years, let's say?

MR. BOLES. Well, I wish I had my papers with me. I would like to point out, Senator, though, that due to the fact that this area of the State does not have any Interstate Systems, that the majority of our primary funds do go into this area.

In other words, the money is separated out throughout the districts, but because of the fact that this area down here in district 2 does not have any Interstate System, this district does receive more primary funds than the other districts throughout the State.

SENATOR MONTOYA. Well, in the event that we would change the formula to 75-25, Commissioner Espinoza and Mr. Boles, what assurances do we have that you would commit some of these funds toward the construction of a highway system over U.S. 70 which would comply with the standards prescribed for the Interstate System?

COMMISSIONER ESPINOZA. It would be in our programing. However, for all practical purposes, as you can well see, when you are matching on a 93-to-7 basis, surely we would make ourselves more susceptible to reconstructing Highway 70 because then the Federal Government would be funding most of the cost.

SENATOR MONTOYA. Well, the reason I am asking these questions, Chairman Espinoza, is because I have been giving a lot of thought to this, and legislation is not always the route to take. Sometimes, you can do it through other means if you search out and at this point, I want to read into the record the pertinent provision of Public Law 90-495 which is section 139, and which reads as follows:

The title of the section is "Additions to Interstate Systems," and this is very relevant to our discussion here today.

Whenever the Secretary determines that a highway on the Federal-aid Primary System meets all of the standards of a highway on the Interstate System, and that such highway is a logical addition or connection to the Interstate System, he may upon the affirmative recommendation of the State or States involved, designate such highway as part of the Interstate System. The mileage of highways designated as part of the Interstate System under this section shall not be charged against the limitations established by the first sentence of Section 103(d) of this title. The designation of a highway as a part of the Interstate System under this section shall create no Federal financial responsibility with respect to such highway.

Now, it is apparent that the Secretary cannot designate this system unless the particularly designated highway meets the standards of the Interstate System. Only then can he resort to his administrative authority to do so.

Now, I am thinking in terms of offering an amendment at the next session, the next opportunity to this law so that the Secretary can designate this as part of the Interstate System if he receives assurances from the State highway commission of the States involved that those commissions will launch a serious and programmed effort to bring a construction of a highway system to fruition which will meet the standards of the Interstate System.

Commissioner ESPINOZA. Senator, I can speak for myself only, of course, but I am sure—I feel sure that the New Mexico Highway Commission would certainly go along with that proposal.

Senator MONTROYA. And so that way, if this amendment, if I should be successful in this amendment, then we will be traveling a double-lane highway toward the same objective: namely, giving the Secretary power to do the administrative designating of this road, and secondly, through legislation which is under my bill trying to get New Mexico in under an overall program which will more or less enable the Bureau of Public Roads to designate it, anyway.

Commissioner ESPINOZA. I think this is a very good approach. So, I do want you to—Mr. Boles?

Mr. BOLES. Excuse me, Mr. Espinoza, and Mr. Chairman.

I would like to point out along these lines, that to place this on the Interstate System, it would have to be up to the interstate requirements of the Bureau of Public Roads, which, of course, would mean more funds needed for that type of construction than if it were just strictly a primary road. I want to make that clear to the public here.

Senator MONTROYA. That's correct. Yes.

I want to clarify this point further—I thought I had—that right now, the Interstate Highway System has had an addition of 1500 miles, which 1500 miles have already been designated. There is nothing left to designate. And so we would have to open up the authorization of additional mileage into the Interstate System before we could do it. Is that what you had in mind?

Mr. BOLES. Yes, sir.

Senator MONTROYA. Yes. That's correct.

Now, I don't want to leave any feeling here that this is easy. But I don't want you to think that it is going to be too difficult, either. It is going to take the cooperative effort of all of us: your communities, your city governments, the State highway commission, your State engineer, and also all of us in Washington who are members of the Public Works Committee, and we are very sympathetic to this problem and we have to do it within the orbit of revenue expectation under the trust fund procedures which we devised for the Interstate System.

Now, the present expenditures because of added costs will probably necessitate an authorization beyond the 1972 year for 3 additional years. So that means that the Interstate System will not be completed until past 1974 or 1975, and we are presently looking at that target date now. So whatever we do now will have to take into consideration that kind of funding commitment and we will have to open up a new door when we have satisfied ourselves that the funding structure that we have now will carry us to that point.

But, we will be doing this in advance of the completion date of the Interstate System. We are already having meetings and consultations and staff work trying to develop new legislation with respect to match-

ing—with respect to expanding of the arterial highways, and also building access roads to Interstate Highways.

We are looking at the whole panorama of need in the road picture of this country. And I am sure that your highway commission is also doing this, and I might also add, Commissioner Espinoza, and for the attention of your colleagues here in New Mexico, that there is an authorization under the bill which my committee, the Economic Development Committee, has just passed through the Congress, there is an authorization for an allocation of funds to the different States for the purpose of making road studies, of road needs, be they interstate, or county road needs, or what have you, under the Economic Development Act, and the Regional Commission Act.

So, if you will get yours in the pipeline of application and notify me, I will certainly try to get you to share some of that little pie there.

Commissioner ESPINOZA. Don't worry. We sure will be in there asking.

Senator MONTROYA. Now, do you have anything else to say, Commissioner Espinoza, along these lines?

Commissioner ESPINOZA. Senator, I think we were most successful this morning in the meeting we had in Tucumcari. I hope we are as successful in this meeting that we are having here in Roswell.

We have been waiting a long time for the alinement to be approved in the San Jon area, and I for one am most pleased at the results of this morning's meeting. I think that in the months to come, perhaps I would be equally as pleased to learn that Highway 70 has been included in the Interstate Systems.

The people of the southeast area are getting a fairly good shake in our distribution of secondary and primary funds right now. We have gone into several projects. We have let out several contracts lately. I think that it is perhaps late in coming but we are doing the best we can and we are spreading our money as equitably as we possibly can and we will continue to try to serve the people of this area and all of New Mexico.

Senator MONTROYA. I thank you very much, Commissioner Espinoza. [Applause.]

Our next witness will be Mr. H. N. Wisenteiner, chairman, highway committee, Amarillo Chamber of Commerce.

Do you have Mr. Tillery with you, assistant manager, also, or are you alone?

Mr. TILLERY. No, I am Mr. Tillery. We couldn't make both commitments.

Senator MONTROYA. You may proceed, Mr. Tillery.

STATEMENT OF F. L. TILLERY, ASSISTANT MANAGER, CHAMBER OF COMMERCE, AMARILLO, TEX.

Mr. TILLERY. You have our written testimony and I will be real brief.

Senator MONTROYA. Your prepared statement will be made a part of the record.

Mr. TILLERY. I would like to draw your attention to the third page of the brochure which is the map included in our statement. It is on display over here on the easel.

We think that this proposed section would benefit more people and be of use to everyone concerned if it connected as projected in this map tying in with Interstate 27 and 40 in Amarillo, going east from Amarillo to connect with Wichita, Kans., Interstate 35, and of course along this route to Interstate 10 and 25 in Las Cruces, so that is the total idea—proposed would be to incorporate the total section as a connecting route.

Senator MONTOYA. You are trying to double the mileage?

Mr. TILLERY. Right.

Senator MONTOYA. If you weren't from Texas, I would not believe it.

Mr. TILLERY. The major point that we were looking at is the connecting routes with the total population centers to the northeast. Tourism being a major portion of the economy of Amarillo as was pointed out in your committee meeting this morning, the economic area of development that we press in our testimony is the cattle feeding and packing situation and the statistics are included therewith.

This total area is a very important travel route for the businessmen in Amarillo. A survey conducted for us in 1967 by the West Texas State University shows that this is actually the third most traveled route by the businessmen in Amarillo. A very high increase in travel over this route has been shown and the statistics I am referring to now are just our section of Texas here from Amarillo to the New Mexico border and it has shown a 72-percent increase in traffic from 60 to 67.

The Amarillo Chamber of Commerce would like to urge your committee to do everything within its authority to encourage the improvement of this highway route to meet Interstate Highway standards and to designate this route as part of the Interstate System.

Thank you, Senator.

Senator MONTOYA. Thank you, Mr. Tillery, and I want to express my personal appreciation for the very fine cooperation we have received from the Amarillo Chamber of Commerce. My only regret is that Amarillo is not part of New Mexico.

(Mr. Tillery's prepared statement is as follows:)

STATEMENT OF F. LEROY TILLERY, ASSISTANT MANAGER, AMARILLO CHAMBER OF COMMERCE, AMARILLO, TEX.

I am speaking for the over 1,500 members of the Amarillo Chamber of Commerce when I say that we are interested in having this U.S. 70 and U.S. 60 route upgraded to Interstate standards and included in the Interstate system if it is to be expanded.

The attached map shows the proposed route that would connect Interstate 35 at Wichita, Kansas, with Interstates 27 and 40 in Amarillo and extend to Las Cruces to connect with Interstates 10 and 25.

This connecting route will be very beneficial to the economy of the total region. The major growth of the economy is related to cattle feeding and packing. This proposed route would serve to connect the major feeding areas with the major packing plants—the packing plants would also have better distribution abilities.

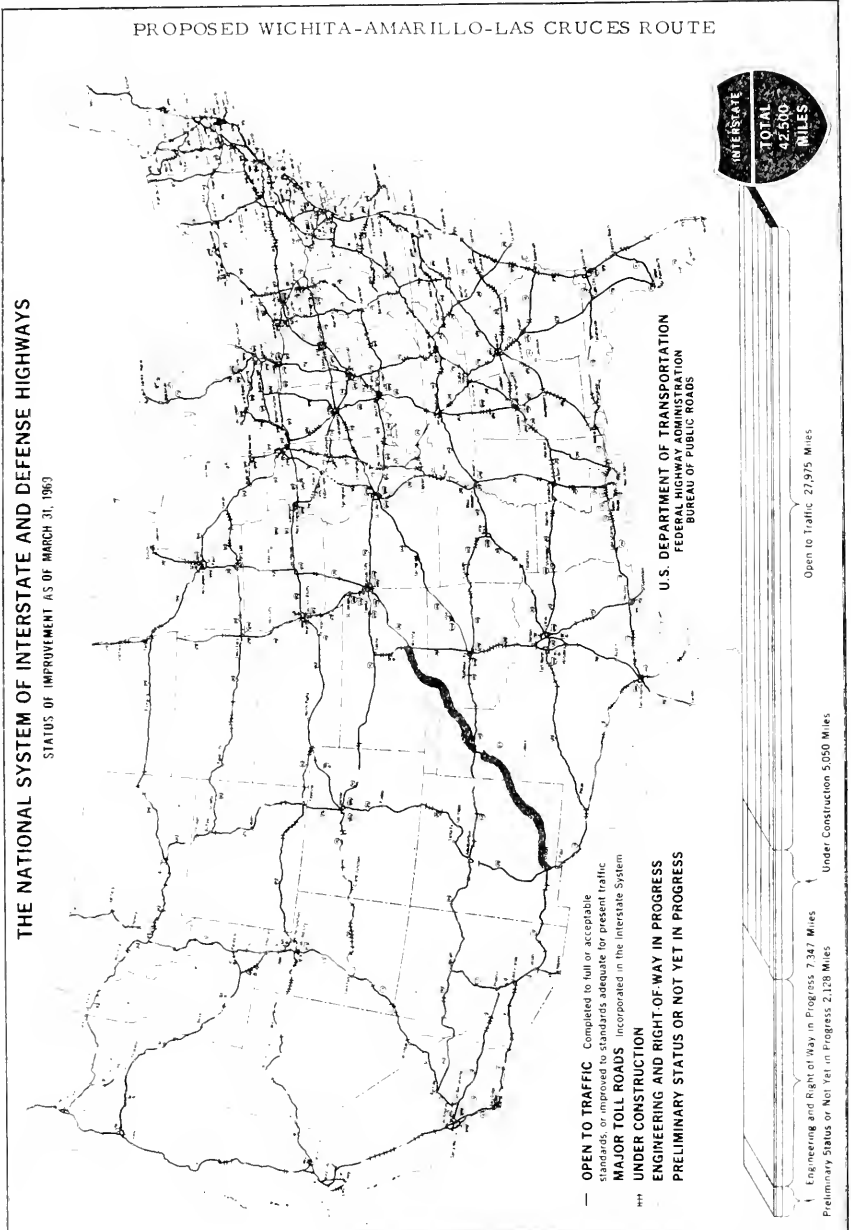
The proposed route would save 112 miles between Amarillo and Las Cruces and 67 miles between Wichita, Kansas, and Amarillo.

A business travel survey was conducted by West Texas State University for the Amarillo Chamber of Commerce in October of 1967. The survey showed that 541 of the 4,604 total auto trips for the top 26 travel markets were made on this route. This ranks third after 1,670 trips to Lubbock and 552 trips to Dallas-Fort Worth. There were 531 trips to Albuquerque, making it the fourth most active market for Amarillo businessmen.

The Texas Highway Department's 24-hour average vehicle count shows that from 1960 to 1967 the U.S. 60 Route from Amarillo to the New Mexico state line has had a 72 per cent increase in traffic.

The portion of the route south from Clovis is very hazardous at the present time. The upgrading of the U.S. 70 Route is very necessary for the safety of all who travel that route.

The Amarillo Chamber of Commerce would like to urge this Committee to do everything within its authority to encourage the improvement of this highway route to meet Interstate Highway standards and to designate this route as a part of the Interstate System.



PROPOSED NEW U.S. HIGHWAY DESIGNATIONS FOR ULTIMATE IMPROVEMENT TO
LIMITED ACCESS FACILITIES

BETWEEN AMARILLO, TEX., AND LAS CRUCES, N.M.

Proposed mileage : 401.

Mileage via existing Interstate Highways : 513.

Proposed saving : 112.

Proposed route location :

U.S. 60, 107 miles, Amarillo to Clovis.

U.S. 70, 394 miles, Clovis to Las Cruces.

	Texas	New Mexico	Total
U.S. highway mileage involved	97	304	401
State highway mileage involved	None	None	None
1960 urban population on proposed route	151,485	127,291	278,776.
Urban places on proposed route	Amarillo, Canyon, Hereford.	Alamogordo, Clovis, Las Cruces, Portales, Roswell, Tularosa.	

Benefits of proposed route: Would shorten the Interstate Highway distance between major metropolitan areas as shown below :

	Miles saved between—		
	El Paso	Tucson	San Diego
Amarillo	112	112	112
Wichita	99	112	112
Kansas City	99	112	112
Des Moines	99	112	
Minneapolis	99	112	
Chicago	99	112	112
Milwaukee	99	112	112
Oklahoma City	99	112	112
Tulsa	99	112	112
St. Louis	99	112	112
Indianapolis	99	112	112
Toledo	99	112	112
Detroit	99	112	112
Columbus	68	112	112
Cleveland	68	112	112
Buffalo	68	112	112
Pittsburgh	68	112	112
Philadelphia	68	112	112
New York	68	112	112
Boston	68	112	112
Louisville		84	84
Charleston (W. Va.)		84	84
Cincinnati	25	111	111

Combined metropolitan area population, 44,302,957

Provides a direct route between four of the 10 largest cities in New Mexico. Serves these tourist attractions:

New Mexico: Lincoln National Forest, White Sands National Monument, Mescalero Apache Indian Reservation, Sierra Blanca Resort Area, La Mesilla State Monument, Bottomless Lakes State Park, and Oasis State Park.

Texas: Buffalo Lake-National Wild Life Refuge, Palo Duro Canyon State Park, "Texas" Outdoor Drama, and Helium Monument and Museum.

BETWEEN AMARILLO, TEXAS AND WICHITA, KANS.

Proposed mileage : 348.

Mileage via existing Interstate Highways : 415.

Proposed saving : 67.

Proposed route location :

Kansas 2, 80 miles, Wichita to junction with U.S. 281, 4 miles west of Kiowa, Kans.

U.S. 281, 20 miles, Junction with Kansas 2 to junction with U.S. 61, 1 mile east of Alva, Okla.

U.S. 64, 26 miles, Junction with U.S. 281 to Camp Houston, Okla.

Oklahoma 50, 28 miles, Camp Houston to Mooreland, Okla.

Oklahoma 15, 41 miles, Mooreland to Shattuck, Okla.

U.S. 283, 9 miles, Shattuck to junction with U.S. 60.

U.S. 60, 135 miles, Junction with U.S. 283 to Amarillo.

	Kansas	Oklahoma	Texas	Total
U.S. highway mileage involved.....	6	56	128	190
State highway mileage involved.....	89	69	0	158
Total highway mileage involved.....	95	125	128	348
1960 urban population on proposed route.....	257, 442	14, 005	162, 633	434, 080

Urban places on proposed route: Anthony and Wichita, Kans.; Alva and Woodward, Okla.; Amarillo and Pampa, Tex.

Benefits of proposed route: Would shorten the Interstate Highway distance between major metropolitan areas as shown below:

	Miles saved between—			
	Wichita	Kansas City	Des Moines	Minneapolis
Amarillo.....	67	67	67	67
Albuquerque.....	67	67	67	67
El Paso.....	54	54	54	54
Tucson.....	67	67	67	67
Phoenix.....	67	67	67	67
Los Angeles.....	67	67	67	67
San Diego.....	67	67	67	67

Combined metropolitan area population, 12,561,708

Would serve the largest city in Kansas.

Would provide the first United States numbered highway between the two largest cities in northwestern Oklahoma (Alva and Woodward).

Would provide the first United States numbered highway access to two Oklahoma State Parks (Alabaster Caverns and Boiling Springs).

GASOLINE SERVICE STATION SALES ALONG THE PROPOSED WICHITA-EL PASO ROUTE

[Dollar amounts in thousands]

	1954 ¹	1963 ¹	Percent of growth
Metropolitan areas: ²			
Wichita, Kans.....	\$28, 680	\$43, 441	51. 5
Kansas total.....	28, 680	43, 441	51. 5
Amarillo, Tex.....	13, 080	20, 552	56. 9
El Paso, Tex.....	13, 593	21, 135	51. 5
Texas total.....	27, 033	41, 657	54. 1
Metropolitan areas total.....	55, 713	85, 098	52. 7
Other urban counties: ³			
Gray (Pampa).....	3, 086	4, 337	40. 5
Deaf Smith (Hereford).....	1, 277	2, 287	79. 1
Texas total.....	4, 363	6, 624	51. 8
Curry (Lovis).....	1, 922	3, 094	61. 0
Chaves (Roswell).....	3, 775	5, 507	45. 9
Otero (Alamogordo).....	1, 446	2, 874	98. 8
Dona Ana (Las Cruces).....	3, 263	8, 300	154. 4
New Mexico total.....	10, 406	19, 775	90. 0
Other urban counties total.....	14, 769	26, 399	78. 7

See footnotes at end of table.

GASOLINE SERVICE STATION SALES ALONG THE PROPOSED WICHITA-EL PASO ROUTE—Continued

[Dollar amounts in thousands]

	1954 ¹	1963 ¹	Percent of growth
Rural counties:			
Kingman.....	927	1,836	.....
Harper.....	1,134	1,442	.....
Barber.....	696	1,565	.....
Kansas total.....	2,757	4,843	75.7
Woods.....	1,061	1,562	.....
Woodward.....	1,340	2,634	.....
Ellis.....	344	671	.....
Oklahoma total.....	2,745	4,867	77.3
Lipscomb.....	391	490	.....
Hemphill.....	373	379	.....
Roberts.....	4248	.....	.....
Carson.....	524	1,583	.....
Parmer.....	754	1,087	.....
Texas total.....	2,042	3,539	73.3
Roosevelt.....	1,610	1,663	.....
Lincoln.....	1,116	1,504	.....
New Mexico total.....	2,726	3,167	16.2
Rural counties total.....	10,270	16,416	59.8
Wichita-El Paso route total.....	80,752	127,913	58.4
Recapitulation:			
Kansas:			
Metropolitan areas.....	28,680	43,441	51.5
Other urban counties.....	0	0	0
Rural counties.....	2,757	4,843	75.7
Total.....	31,437	48,284	53.6
Oklahoma:			
Metropolitan areas.....	0	0	0
Other urban counties.....	0	0	0
Rural counties.....	2,745	4,867	77.3
Total.....	2,745	4,867	77.3
Texas:			
Metropolitan areas.....	27,033	41,657	54.1
Other urban counties.....	4,363	6,624	51.8
Rural counties.....	2,042	3,539	73.3
Total.....	33,438	51,820	55.0
New Mexico:			
Metropolitan areas.....	0	0	0
Other urban counties.....	10,406	19,775	90.0
Rural counties.....	2,726	3,167	16.2
Total.....	13,132	22,942	74.7

¹ U.S. Census of Business.² Standard metropolitan statistical areas as currently defined by the Federal Bureau of the Budget.³ Counties containing cities with 1960 population of 20,000 or more or with 1963 retail sales of \$25,000,000 or more.⁴ Not included in total, 1963 data withheld to avoid disclosure.

HOTEL-MOTEL RECEIPTS ALONG THE PROPOSED WICHITA-EL PASO ROUTE

[Dollar amounts in thousands]

	1958 ¹	1963 ¹	Percent of growth
Metropolitan areas:²			
Wichita, Kans.	\$5,969	\$8,017	34.3
Kansas, total.....	5,969	8,017	34.3
Amarillo, Tex.	3,739	4,761	27.3
El Paso, Tex.	8,040	8,017	- .3
Texas, total.....	11,779	12,778	8.5
Metropolitan areas, total.....	17,748	20,795	17.2
Other urban counties:³			
Gray (Pampa).....	493	718	45.6
Deaf Smith (Hereford) ⁴			
Texas, total.....	493	718	45.6
Curry (Clovis) ⁴			
Chaves (Roswell).....	1,105	1,891	71.1
Otero (Alamogordo) ⁴			
Dona Ana (Las Cruces).....	869	1,624	86.9
New Mexico, total.....	1,984	3,515	78.1
Other urban counties, total.....	2,467	4,233	71.6
Rural counties⁴			
Wichita-El Paso route, total.....	20,215	25,028	23.8
Recapitulation:			
Kansas:			
Metropolitan areas.....	\$5,969	\$8,017	34.3
Other urban counties.....	0	0	
Rural counties.....			
Total.....	5,969	8,017	34.3
Oklahoma:			
Metropolitan areas.....	0	0	
Other urban counties.....	0	0	
Rural counties.....			
Total.....	0	0	
Texas:			
Metropolitan areas.....	11,779	12,778	8.5
Other urban counties.....	493	718	45.6
Rural counties.....			
Total.....	12,272	13,496	10.0
New Mexico:			
Metropolitan areas.....	0	0	0
Other urban counties.....	1,974	3,515	78.1
Rural counties.....			
Total.....	1,974	3,515	78.1

¹ U.S. Census of Business.² Standard metropolitan statistical areas as currently defined by the Federal Bureau of the Budget.³ Counties containing cities with 1960 population of 20,000 or more or with 1963 retail sales of \$25,000,000 or more.⁴ Data reported only for counties with 200 or more total service establishments.

Note.—Minus sign (—) indicates a decrease.

VEHICLE REGISTRATIONS ALONG THE PROPOSED WICHITA-EL PASO ROUTE

	Year ended Aug. 31—		Percent of growth
	1960 ¹	1965 ¹	
Texas metropolitan areas: ²			
Amarillo.....	82, 678	106, 770	29. 1
El Paso.....	126, 839	153, 396	22. 5
Total.....	209, 517	262, 166	25. 1
Other urban counties: ³			
Gray (Pampa).....	21, 154	23, 278	10. 0
Deaf Smith (Hereford).....	8, 978	13, 539	50. 0
Total.....	30, 132	36, 817	22. 2
Rural counties:			
Lipscomb.....	2, 932	3, 376	15. 1
Hemphill.....	2, 309	2, 523	9. 3
Roberts.....	902	1, 113	23. 4
Carson.....	5, 316	6, 533	22. 9
Total.....	11, 459	13, 545	18. 2
Wichita-El Paso route total.....	251, 018	312, 528	24. 5

¹ Texas Highway Department biennial reports.

² Standard metropolitan statistical areas as currently defined by the Federal Bureau of the Budget.

³ Counties containing cities with 1960 population of 20,000 or more or with 1963 retail sales of \$25,000,000 or more.

Senator MONTROYA. Now, we have some witnesses from Precinct 19 of Dona Ana County known as El Paso.

Mr. Tom Diamond, chairman of the highway committee, El Paso Chamber of Commerce.

STATEMENT OF TOM DIAMOND, CHAIRMAN, HIGHWAY COMMITTEE, EL PASO CHAMBER OF COMMERCE, EL PASO, TEX.

Mr. DIAMOND. Senator Montoya, staff members, we certainly consider that introduction a distinguished honor, and I might say that we are a part of New Mexico. There is no doubt about that. In fact, the first permanent settlement in Texas was founded by the Tiwa Indians from Isleta, N. Mex., and they are still in Isleta—in El Paso County—so there is certainly a community of interest that goes back to 1680 and I might also report to you today that a community of interest exists that is receiving serious consideration from our communities in that El Paso and Las Cruces and Alamogordo are cooperating together on a regional basis.

Just a few weeks ago we attended a meeting of the New Mexico Highway Commission in Las Cruces, at which time improvements to U.S. 70 and 54 were discussed.

Coming up today with Mr. Mark Miles of the El Paso Chamber of Commerce, we were pleased to notice that improvements are underway on U.S. 54 and for that we are most appreciative to the New Mexico Highway Department.

The city of El Paso, including the sister city of Juarez, in the metropolitan area, now numbers in excess of 1 million people. We are vitally concerned with transportation and we recognize the proposed route to be of great significance to our entire regional area. And we support it wholeheartedly and we offer our assistance in any way that it may be deemed appropriate to advance this projected interstate routing.

We feel that the route for the reasons advanced here is of significance on a national basis and for that reason is certainly justified for inclusion on the Interstate System.

If there is any way that El Paso can be of assistance in this connection, why we would be happy to extend our services and we certainly wish you well, and we are indeed fortunate because in our community we have more than two U.S. Senators. We have Senator Montoya that looks after New Mexico and in the process our community benefits, and we appreciate it.

Thank you, Senator Montoya.

Senator MONTROYA. Thank you. Your prepared statement and attachments will be made a part of the record at this point.

(The statement of Mr. Diamond is as follows:)

STATEMENT OF TOM DIAMOND, CHAIRMAN, EL PASO CHAMBER OF COMMERCE
HIGHWAY COMMITTEE

INTRODUCTION

Distinguished members of the Subcommittee on Roads of the U.S. Senate. My name is Tom Diamond. I am an Attorney in private practice in El Paso, Texas, and have served as Chairman of the El Paso Chamber of Commerce Highway Committee since 1965. My testimony today is presented under the sponsorship of the El Paso Chamber of Commerce, and on behalf of the civic and business community of El Paso, located in El Paso County, Texas.

EL PASO'S INTEREST

Senate Bill 343 provides for the designation as a part of the Interstate Highway system of a portion of a route that the El Paso Chamber of Commerce has been actively working toward for several years. The route we have been concerned with would connect El Paso with Alamogordo, New Mexico by way of U.S. Highway 54, thence along U.S. 70 to Amarillo, Texas, thence along the general alignment of U.S. 60 to Wichita, Kansas. Also because of our strong interest and economic ties with the White Sands Missile Range, Holloman Air Force Base, and the New Mexico cities of Las Cruces and Alamogordo, we have a long-standing interest in the improvement of that portion of U.S. Highway 70 between Alamogordo and Las Cruces, New Mexico.

The improvement that would be brought about by the designation of U.S. Highway 70 as part of the Interstate System would accrue to the community of El Paso and its citizens as much as to any other area.

EL PASO'S ECONOMY

Our city occupies an irrigated section of the Rio Grande Valley approximately eight miles wide, and forty miles long. Our portion of this valley is international, containing the U.S. city of El Paso and the Mexican city of Juarez. Over one million people reside in this area, and depend on vital transportation links for their economic well being. To provide you with basic information on the present economic character of El Paso, I refer you to Exhibit A, El Paso Business Indicators for September 1969. To show you the various forces from which our people derive their income and the importance of each, I refer you to Exhibit B, Sources of El Paso Earned Income 1968.

El Paso is an important manufacturing center with nearly 25 thousand of our people employed in this activity. We have historically been a significant center for agriculture, serving the entire southern New Mexico and West Texas region. Tourism and the magnetism of the Mexican border at Juarez is an important segment of our economy that is much dependent upon traffic that must travel the route your committee has under consideration. El Paso is a significant educational center and one of the most important branches of the University of Texas System is located there. For details on this institution with a present enrollment of over 13 thousand, I refer you to our Exhibit C, University of Texas at El Paso Data.

El Paso is also a significant medical center serving major portions of the population in West Texas and Southern New Mexico. We have six large civilian hospitals, numerous nursing homes, and the military hospital all needing good transportation facilities available for their users. I refer you to our Exhibit D, El Paso Health and Medical Data.

MILITARY FACILITIES

Our community is a most significant center for the military and defense system of the U.S. Ft. Bliss houses the U.S. Air Defense Center and a military population including dependents, and Civil Service and contractor personnel of over 80 thousand persons. Assigned military personnel range from 30 to 40 thousand. William Beaumont Hospital is among the larger Army hospitals with a new 17½ million dollar facility under construction. For further details on our military complex, I refer you to Exhibit E, Ft. Bliss/William Beaumont General Hospital Data, and Exhibit F, White Sands Missile Range Data.

HIGHWAY 70'S SIGNIFICANCE TO EL PASO

Highway 70 provides a connection for the people of our region with the popular tourist and resort attractions, in the mountains at Ruidosa and Cloudercroft, New Mexico. Additionally, observation of the route at any time will show that it is a major motor freight carrier highway providing a vital supply route serving El Paso, New Mexico and West Texas. To give you some idea of the importance El Paso attaches to this route, we are in the process of constructing a local limited access freeway connecting Central El Paso to the New Mexico state line along U.S. Highway 54.

While the route affected by S. 343 does not connect directly with El Paso, our interest in this matter is not altruistic, but completely selfish in that being the largest community and in many respects the trade center of this entire southwestern area we expect to share in any growth and prosperity that is experienced in the area. We also expect to suffer if the area does not prosper as a result of inadequate transportation facilities.

As I have already pointed out, the major military facilities in our area include Ft. Bliss, White Sands Missile Range, Holloman Air Force Base, and William Beaumont General Hospital. At a recent hearing before the New Mexico Highway Commission in Las Cruces, New Mexico on September 12, of this year, representatives from everyone of these installations testified that highway facilities were and would be limiting factors in the development of their functions.

CONCLUDING REMARKS

In summary, practically every aspect of El Paso's economy could be beneficially affected by the improvements proposed in S. 343. Contrariwise, if these facilities are not upgraded and enhanced to provide for this vital and ever-increasing motor vehicle traffic, El Paso and the entire West Texas, Southern New Mexico area will suffer. Favorable action by your committee on behalf of the inclusion of U.S. Highway 70 between Amarillo, Texas and Las Cruces, New Mexico as a part of Interstate Highway System will be most beneficial for the well being of our people. I thank the members of this committee for coming to our area to learn more about this proposal, and for your courtesy and consideration in allowing El Paso to present this testimony.

	September 1968	September 1969	Per- cent change	Year to date 1968	Year to date 1969	Per- cent change
Bank clearings.....	\$384,519,955	\$351,078,715	-8.7	\$3,602,007,483	\$3,397,843,683	-5.6
Assessed valuation.....	\$655,084,300	\$682,896,100	+4.2			
Air shipments.....	2,672	3,113	+16.5	23,232	25,995	+11.8
Airline passengers (August).....	49,625	54,440	+9.7	317,962	357,576	+12.5
Aircraft operations.....	21,763	20,412	-6	175,373	195,851	+11.7
Value building permits.....	\$3,886,818	\$3,868,954	-5	\$48,778,067	\$67,497,857	+38.4
Nonpublic building permits.....	\$3,842,818	\$3,768,954	-1.9	\$42,602,114	\$54,747,872	+28.5
Housing unit starts.....	134	144	+7.5	2,080	2,376	+14.2
Border crossings.....	3,222,329	3,213,174	-3	27,806,679	28,328,059	+1.9
Electric customers.....	116,205	118,891	+2.3			
Electric consumption, MHW.....	183,135	216,691	+18.3	1,512,209	1,746,644	+15.5
Gas meters.....	75,209	83,602	+11.1			
Postal receipts.....	\$461,458	\$525,711	+13.9	\$4,345,239	\$4,584,390	+5.5
Telephones.....	145,274	153,677	+5.8			
Water meters.....	68,357	70,142	+2.6			
New vehicle registrations.....	1,204	1,314	+9.2	12,029	11,602	-3.5
Convention delegates.....	7,455	3,840	-48.5	68,736	71,430	+3.9
Hotel-motel occupancy (percent, last month).....	80.1	64.9				
Civilian labor force.....	119,035	123,950	+4.1			
Total employment.....	114,790	119,450	+4.1			
Retail employment.....	22,225	22,500	+1.2			
Wholesale employment.....	6,295	6,320	+4			
Manufacturing employment.....	21,725	23,900	+10.0			
Manufacturing payroll.....	\$8,002,965	\$8,745,169	+9.3	\$63,826,123	\$75,788,559	+18.7
Value added by manufacture.....	\$17,553,800	\$19,311,200	+10.0	\$147,019,640	\$167,910,480	+14.2

	Amount (in millions)	Percent of total
Total earnings.....	\$734.0	
Farm earnings.....	17.1	2.3
Government earnings.....	287.8	39.2
Manufacturing.....	100.2	13.7
Mining.....	.9	.1
Contract construction.....	33.4	4.6
Transportation, communications, and public utilities.....	69.0	9.4
Wholesale and retail trade.....	119.3	16.3
Finance insurance and real estate.....	28.6	3.9
Services.....	77.2	10.5

Source: U.S. Department of Commerce, Survey of Current Business, May 1969 issue.

Established in 1913, the university attracts thousands of visitors to seminars, conferences, convocations, sport contests and other events.

There is a continuing expansion plan for the University. The new Physical Science-Mathematics Building will contain the most up-to-date laboratories and equipment in the southwest. A new \$1.5 million expansion of the library is completed. A \$3.7 million Education Engineering Center and Graduate Center are planned.

Curriculum and Degrees: Five schools—Engineering, Business Administration, Science, Liberal Arts, and Graduate—are headed by deans. A graduate school of nursing is under consideration as a branch of the University of Texas at El Paso.

Enrollment history

1913-14	27
1920-21	135
1930-31	567
1940-41	1,286
1950-51	2,649
1960-61	5,078
1966-67	10,146

Finance and employees

Value of Plant and Equipment—\$14,032,850.

Current Annual Operating Budget (gross)—\$10,192,022.

Total Employees—1,148.

DEGREES AWARDED DURING THE PAST FIVE YEARS

	Undergraduate		Graduate		
	B.S.	B.B.A., B.M., B.A.	M.A.	M.E.	M.S.
1963.....	257	284	13	26	-----
1964.....	294	367	18	24	4
1965.....	345	428	30	72	9
1966.....	375	405	24	56	8
1967.....	362	359	35	115	-----

	Part time	Full time	Total
Faculty by academic degrees:			
Bachelor.....	71	19	90
First professional.....	2	4	6
Master.....	24	135	159
Doctorate.....	8	138	146
Total.....	105	296	401

Number in each school	Faculty total	Students part time	Students full time	Students total
Liberal arts.....	208	728	2,288	3,016
Science.....	89	240	975	1,215
Business administration.....	31	343	876	1,219
Education.....	38	469	1,206	1,675
Engineering.....	35	150	656	806
Graduate.....		978	120	1,098

Library

Number of books on hand (shelved).....	235,609
Volume capacity of new facilities.....	200,000
Volumes microfilmed.....	15,000

El Paso has one large public hospital and 13 private hospitals with a capacity of 1,710 beds. William Beaumont General Hospital, 735 beds not included in the civilian hospital figures, is the sixth largest U.S. Army general hospital serving nearby military installations, veterans, and retired army personnel. Ninety El Paso dentists offer general dental care and specialist services. The rate of doctors to population is 1 to 1,356; dentists, 1 to 3,767; nurses 1 to 350; and hospital beds, 1 to 198. Well organized City-County public health services are established in the county under the State directed City-County Health Department.

M.D.'s in El Paso and their fields

Allergy.....	4
Anesthesiology.....	12
Cardiology.....	8
Chest surgery.....	3
Dermatology.....	5
Ear, nose, and throat.....	7
Diseases of stomach and intestines.....	1
General practitioners.....	53
Internal medicine.....	25
Neuromedicine.....	1
Neuropsychiatry.....	12
Neurosurgery.....	4
Obstetrics and gynecology.....	22
Ophthalmology.....	10
Orthopedics.....	20
Pathology.....	8
Plastic surgery.....	2
Proctology.....	1
Pediatrics.....	14

Radiology-----	11
Surgery-----	23
Urology-----	7
Total-----	253

Hospitals in the El Paso area

Providence Memorial-----	425
St. Joseph-----	68
Southwestern General-----	148
Sun Towers-----	197
R. E. Thompson General-----	407
Tigua General-----	50
Upper Valley Clinic-----	20
C. W. Vowell Memorial-----	13
Delgado Green Cross-----	17
Hotel Dieu Sisters-----	280
Mercy (not active)-----	
Newark Methodist Maternity-----	25
Park Foothills Clinic and Hospital, Inc-----	50
Diablo-----	10
Total civilian-----	1,710
William Beaumont General (Army)-----	753

Rest homes—Nursing homes and institutions

The R. N. Nursing and Convalescent Home-----	50
Booth Memorial Home of Salvation Army-----	32
Cedar Grove Nursing Home-----	38
El Paso Christian Home for Girls-----	35
Lee and Beulah Moor Children's Home-----	85
Rest Haven Nursing Home, Inc-----	50
St. Margaret's Home for Children-----	65
Southwestern Children's Home, Inc-----	120
Sunset Haven Nursing Home-----	60
Valley Community Home-----	48
Total-----	583

	1961	1962	1963	1964	1965	1966	1967
1. Military population (assigned and attached)-----	23,222	22,074	21,343	17,947	17,589	34,999	32,147
2. Dependents—dependents of active duty military living on and off post, WBGH off post dependents fiscal year 1967 only-----			23,930	23,691	22,518	19,032	21,274
3. Retired personnel-----			1,913	2,779	3,141	3,168	3,703
4. Civilian employees—Fort Bliss civil service for fiscal year 1961-67, WBGH, fiscal year 1964-67; exchange and nonappropriated fund (NAF) employees (those in officers and NCO club, golf club, etc.)-----	3,058	3,237	3,179	3,902	3,849	6,000	6,647
5. Military payroll—(millions) fiscal years 1961-66 includes payments made at Fort Bliss, fiscal year 1967 includes entitlements, WBGH for fiscal years 1965-67 only-----	\$54.5	\$45.2	\$37.5	\$46.8	\$41.2	\$61.5	\$104.3
6. Civilian payroll—(millions) salaries for Fort Bliss civil service fiscal years 1961-67; WBGH, fiscal years 1965-67; and exchange and NAF employees, fiscal years 1966-67-----	15.7	15.8	16.3	20.0	21.0	27.3	44.4
7. Military contracts—(millions) (local purchases, Fort Bliss, fiscal years 1961-67, and WBGH, exchange and NAF, fiscal years 1966-67)-----	19.8 (10.6)	19.2 (10.4)	19.7 (10.4)	21.2 (11.6)	19.3 (10.8)	27.7 (20.5)	42.8 (27.4)
8. Total annual military disbursements that affect El Paso economy (millions) (military and civilian pay, and local purchases)-----	80.8	71.4	64.2	78.4	73.0	109.3	176.1

Summary of military community

Active duty military	35,000
Department of Army civilian employees	6,100
Other civilian employees	1,300
Dependents of active duty military personnel	23,400
Retired personnel and dependents	11,000
Unaccompanied dependents	5,200
Total	82,000

Population and housing data

Military personnel assigned/attached	35,000
Military personnel of single marital status housed in on-post units (barracks)	22,000
Military personnel and dependents occupying family quarters on post (3,625 units)	14,000
Military housing and population within city limits:	
Census Tract No. 5—Logan Heights (443 units)	1,710
Census Tract No. 7—WBGH (163 units)	625
Total military population within city limits	2,335
Military housing and population outside city limits:	
Fort Bliss:	
Main Post:	
Family dwellings (2,220 units)	8,569
Single personnel	20,000
Biggs Field:	
Family dwellings (800 units)	3,088
Single personnel	2,000
Total military population outside city limits	33,657
Total families living off post	11,700
Houses	6,400
Apartments	3,200
Trailers	1,100
Military population:	
End fiscal year 1967	1,796
End November 1967	1,662
Military payroll: Cumulative fiscal year 1967	\$10,300,000
Civilian employment, total:	
End fiscal year 1967	5,232
End November 1967	4,921
Employment by categories:	
(a) Civil service:	
End fiscal year 1967	5,006
End November 1967	4,921
(b) All other categories:	
Fiscal year 1967	226
End November 1967	229
Civilian payroll:	
Cumulative fiscal year 1967:	
(a) Civil service	\$40,800,000
(b) All other categories	Unknown
Contract personnel: Includes all contractors located in White Sands Missile Range vicinity other than nonappropriated fund:	
End fiscal year 1967	3,116
End November 1967	2,810
Military expenditures: Local purchases and contracts:	
Government (does not include Navy)	\$7,300,000
NAF (less Army exchange)	30,000
Army exchange	445,000

Senator MONTROYA. Thank you. This concludes our testimony.

Mayor DI PAOLO. Senator Montoya, I think you overlooked a very important mayor of Ruidoso Downs. I would like to make a remark or two.

Senator MONTROYA. Oh, Ruidoso Downs? Well, your name was not on the list, but you are certainly welcome.

Mayor DI PAOLO. I'm sorry, Senator. I thought it would be. I have been here all morning.

Senator MONTROYA. You are most welcome.

Mayor DI PAOLO. Thank you.

Senator MONTROYA. Is the racetrack in Ruidoso or Ruidoso Downs?

Mayor DI PAOLO. Ruidoso Downs.

Senator MONTROYA. What is your name?

Mayor DI PAOLO. J. J. Di Paolo, mayor of Ruidoso Downs.

**STATEMENT OF J. J. DI PAOLO, MAYOR OF RUIDOSO DOWNS,
N. MEX.**

Mayor DI PAOLO. As I say, I am mayor of Ruidoso Downs and past president of the Highway 70 Association, 2 years.

I want to say again that we are most fortunate to have you to head our Highway 70 committee. We are looking forward to you to pass the necessary legislation and you can bet that we will stand behind you in any assistance you might need.

I traveled Highway 70 from coast to coast on a caravan promoting Highway 70, and I know it would be a terrific impact on this part of New Mexico if we did make this an Interstate Highway.

There is not much more I want to say now. The previous speakers have covered most of it. But I know the necessity and the urgency of making Highway 70 an interstate.

We in Ruidoso Downs as well as Ruidoso are a tourist town and naturally we want to build it up. Ruidoso Downs being the home of the richest purse and the racing capital, we would like to keep it as such, and I want to say that you will have our support from all the citizens here when the legislation is drawn up and you need support. We will be behind you a hundred percent.

Thank you.

Senator MONTROYA. Thank you very much, Mayor.

Now, this concludes our hearing and I want to say by way of conclusion that this record contains very valuable information, and because of the hearing here today, I have developed a new approach which I think is worth following through on.

That is the approach that I outlined a few minutes ago, namely, to try to amend this law which I think has a good possibility of approval by the Congress and by the Bureau of Roads so that the criteria for designation shall be not actual construction according to standards, but adequate assurance by the highway commissions that they will construct in an orderly program according to standards applicable to the Interstate System.

I think this is better than having the fact precede the designation, and it will open up a better avenue of performance for the State highway commission. And you may rest assured, gentlemen, that I will pursue this with vigor and that I will need your continued assistance

to accomplish this objective. The road will be hard, but together I think we can do something.

As I told you before, I think I have pretty good support from within the Public Works Committee of the Senate and we will start working on this. I have just talked to counsel here, Chief Counsel Barry Meyer and he seems to be impressed with this approach, and he usually tells all the members of the committee what to do. So, I think we have one-half of the battle already won right here in Roswell.

Mr. McLELLAND. Senator, I would like to say a word, if you don't mind.

First, the association and, of course, I certainly appreciate you and Mr. Meyer and Toney being here with us here today and giving us your attention and I will assure you we have no intentions of quitting down here, at any time.

I want to thank the people from El Paso and from Amarillo for being here today and giving us their support and have ever since this association has started, and also thank all the other witnesses that appeared here today.

We are going to be around in town to see you some more because when we started 4 years ago, we had a lot of times when I would have liked to have given up or just gotten drunk once—I don't know which. But we didn't quit and we have no intentions of giving up.

Senator MONTROYA. I do want to express my appreciation to all of you. I would like to present also Mr. Toney Anaya from Moriarty who went to Washington, has been working with me, he went through law school, and he is one of the best legislative counsels that any Senator could have in Washington and I want to present him now to you. [Applause.]

Mr. McLELLAND. Well, Toney has definitely been our right hand, I'll tell you for sure. He says every time the phone rings it has to be Roswell.

Senator MONTROYA. Thank you very much and the meeting is adjourned.

(Thereupon, the hearing adjourned at 3:15 p.m. on November 22, 1969.)



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